

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 31.]

SATURDAY, AUGUST 1, 1868.

[WHOLE No. 1,685, Vol. XLI.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Ironton and Hamburg Railroad	725
Central Pacific Railroad.....	725
Grand Rapids and Indiana Railroad.....	725
Cleveland, Painesville and Ashtabula R. R.....	726
Delaware, Lackawanna and Western Railroad.....	726
Boston, Concord and Montreal Railroad.....	727
Pacific Railroad of Missouri.....	727
New York Central Underground Railroad.....	728
Atlantic and Great Western Railway.....	729
Blue Ridge Railroad.....	729
Federal and State Securities.....	732
Interest and Dividend Tables.....	730, 734
Railroad Share List.....	737
Stock Exchange and Money Market.....	741
Railroad Earnings.....	733, 744
Journal of Railroad Law.....	744
Winchester and Strasburg Railroad.....	744

American Railroad Journal.

New York, Saturday, August 1, 1868.

Ironton and Hamburg Railroad.

The route as surveyed for this road commences at a point on the "Siegersville Extension," and follows the valley of Copley Creek to Unionville, where it crosses the dividing ridge between the tributaries of Copley Creek and those of Mill Creek—distance four miles. It then pursues a southwesterly course, over an undulating surface, crossing the several tributaries of Mill Creek near their sources, and arrives at the village of Pleasant Corner, in the valley of the Jordan—distance 4.6 miles. Then crossing said valley on a level, it ascends a small tributary, over favorable grounds, to Weiss' Summit, and thence descends a tributary of the Antelauny, to a point a little north of the village of New Tripoli—distance 1.8 miles. Thence the route continues down the valley of the Otelaunee, passing the village of New Tripoli and Lynnport, and near Jacksonville to Wannemacher's Mill, in the vicinity of Steinsville—distance 5.6 miles, making the whole distance 18½ miles. Here the survey has been terminated for the present. The cost of the road has been estimated at \$414,267, or \$22,754 per mile. This estimate includes grading and

bridging, superstructure, land damages, officers' salaries, engineering and contingencies.

Central Pacific Railroad.

The GREAT PACIFIC RAILROAD, with the fostering care of the Government, is rapidly building, and will be completed in 1869. The bulk of the actual settlement, the richest lands and mines, as well as the most important trade, are along the western half of the route.

The CENTRAL PACIFIC RAILROAD COMPANY, who control this favored portion of the line, have already built, equipped, and paid for their road across the Sierra Nevada, and are extending it toward Salt Lake with a rapidity and thoroughness unparalleled. Beside a mileage upon all through traffic, they have exclusively a heavy and lucrative local business between San Francisco, Eastern California, Nevada, Idaho, and Utah. The net earnings upon the two hundred miles now operated are already three times more than the interest liabilities assumed thereupon.

We offer the CENTRAL PACIFIC RAILROAD FIRST MORTGAGE SIX PER CENT. THIRTY YEARS' BONDS (principal and interest in gold) for the present at 108 per cent. and accrued interest in currency. At this time they pay more than 8 per cent. upon the investment, and have, from *National and State laws, guarantees superior to any other corporate securities now offered.*

Information furnished on application.

FISK & HATCH,

Bankers and dealers in Government Securities, and Financial Agents Central Pacific Railroad Company, No. 5 Nassau street, N. Y.

Grand Rapids and Indiana Railroad.

At the recent annual meeting of the stockholders of this company at Sturgis, Mich., the following gentlemen were elected directors for the ensuing year: J. K. Edgerton and Pliny Hoagland, of Fort Wayne; James R. Bunyan, of Kendallville; J. G. Wait and Richard Wait, of Sturgis; J. A. Walter and Israel Kellogg, of Kalamazoo; Geo. H. White, of Grand Rapids, and Mancel Talcott, of Chicago.

J. K. Edgerton, was subsequently elected President; J. W. Goodwin, Secretary; S. T. Haund, Treasurer, and J. K. Edgerton, J. A. Walter, J. G. Wait, and P. Hoagland, Executive Committee.

There was a good deal of interest manifested in the success of the enterprise, and a full determination to push it forward to completion.

The Detroit *Advertiser*, from which we obtained the above, says that the company have now at Detroit the iron for fifty miles of road, and they expect, by the close of the next season, to have two hundred miles of road in running order. It will be remembered that this company have made arrangements, whereby the Pittsburg, Fort Wayne and Chicago Railway furnish the necessary means to complete the line north, and the Cincinnati, Hamilton and Dayton Railroad are to finish the road south.

Worthington Valley and Manchester R. R.

A meeting of the Commissioners of this road was held at Manchester, Carroll Co., Md., on the 20th ult., when the report of the engineer, Wm. Glenn, Esq., was presented and read, from which we learn that two principal lines were surveyed, one known as the "Dover" and the other as the "Black Rock route." The Dover route beginning at Cockeysville, on the Northern Central Railway, and running, by Dover, to Manchester, a distance of twenty-two miles. The Black Rock beginning at Ashland, and running by Black Rock Mills, to the same point. The report shows the grades to be favorable, and the entire cost of the road to amount to about \$450,000 by either route. The prospects of the road were represented as most encouraging, a little energy only being required to ensure the success of the enterprise.

Baltimore and Potomac Railroad.

The Washington *Intelligencer* learns from the best source of authority, that the gentlemen of Pennsylvania and Maryland who are especially interested in the above road have been recently in protracted session at Baltimore, and that funds to the amount of \$2,000,000, in the way of a loan, is reported as available and forthcoming for the purpose of pushing work upon it. The time for completing contracts has been enlarged, and it is stipulated that the entire work shall be completed by September of next year. Grading is now progressing on most sections of the road. Present engagements are for building south from Marlborough to the line of Charles County, en route to Aquia Creek; also, to Washington.

British Railway Law.

In the Court of Queen's Bench, July 7th, before the Lord Chief Justice and a special jury, the plaintiff, Gwynne, sued the South Eastern Railway Company for damages for a mischievous libel in printing and publishing the following placard: "Caution.—Mr. J. Gwynne, of 3, Wellesley-terrace, Plumstead, was charged at the Mansion-house, on the 16th instant, with having traveled from London-bridge to Cannon street without having previously paid his fare, and was convicted and fined, with costs, or in default condemned to three days' imprisonment with hard labor." The action was important as involving the right of companies to placard their stations with a conviction of a passenger for a supposed fraud or breach of by-law. The plaintiff rode from Woolwich to Cannon street on 5th Sept. last, where his ticket was detained. He had to pay 7d. to ride back to Woolwich, which sum the company repaid him on demand. The company then summoned him for riding without a ticket and he was fined 1s., whereupon the company placarded the case down the line. The company pleaded that the bill was in substance true, but this plea was not proved, and the original facts were very closely gone into, and turned out to be in favor of the plaintiff, who declared the conviction unfounded, and that he was not sentenced to hard labor. The Lord Chief Justice observed upon the practice of publishing these notices, and said they should at least be correct. The jury found a verdict for the plaintiff—damages, £250.

Cleveland, Painesville and Ashtabula R.R.

This road is 95½ miles in length, extending from Cleveland, Ohio, to Erie, Penn. The length of double track is 30 miles, and of sidings 24 miles. The weight of rail per yard is 60 lbs. Gauge of road, 4 feet 10 inches. Roads worked or leased by the company, viz.: Jamestown and Franklin Railroad, Pa. The company have 42 engines, 23 1st class passenger, 82 2d class passenger, 11 baggage, mail and express, and 1,078 freight and coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867 have been as follows:

	1866.	1867.
From passengers ...	\$954,538 08	\$853,837 79
" freight.....	1,468,445 99	1,549,420 12
" mails.....	21,600 00	21,600 00
" use of freight cars.....	20,526 59	.....
" interest.....	12,686 70	22,296 87
" miscellaneous..	91,037 49	212,191 82
Totals.....	\$2,568,834 83	\$2,659,346 60

Expenses, viz:

Maintenance of way and buildings....	\$687,243 26	\$542,253 00
Taxes.....	152,571 35	.....
Repairs of engines..	69,367 18	160,710 32
" cars.....	186,414 74	207,378 09
Office expenses....	38,946 51	22,310 60
Agents and clerks ..	41,278 48	33,072 20
Labor, hand'g fr'ght	48,653 16	64,727 08
Porters, watchmen & switch tenders....	17,965 23	19,165 10
Wood and water station attendance....	12,750 00	13,037 58
Conductors, etc....	52,375 00	56,011 75
Engineers & firemen.	26,000 00	28,912 40
Fuel and preparing..	146,146 27	208,493 00
Oil and waste	23,672 08	22,240 90
Loss and damage....	20,706 91	18,797 08
Use of fr'ght cars &c.	.....	36,653 91
Gen'l superintende'ce	6,500 00	5,300 00
Contingencies.....	86,002 28	59,083 28
	\$1,616,793 45	\$1,498,146 29

Earnings less exp... \$952,041 38 \$1,161,200 31

SUMMARY OF PAYMENTS.

	1866.	1867.
For construction and equipment.....	\$79,306 01	.....
Maintaining and operating road	1,464,222 10	\$1,498,146 29
Dividends.....	499,730 00	499,812 50
Interest.....	105,000 00	105,000 00
Surplus funds.....	155,305 37	378,704 86
State tax on capital stock and tonnage and on real estate and equipment...	62,138 30	51,217 86
United States taxes..	90,433 05	76,818 01
Miscellaneous	112,700 00	49,647 08

Totals.....\$2,568,834 83 \$2,659,346 60

COST OF ROAD AND EQUIPMENT.

	1866.	1867.
Construction.....	\$3,882,089 64	\$3,882,089 64
Equipment	986,337 49	986,337 49

Totals.....\$4,868,427 13 \$4,868,427 13

STOCK AND DEBTS.

	1866.	1867.
Capital stock.....	\$5,000,000 00	\$8,750,000 00
Funded debt.....	1,500,000 00	2,500,000 00

Totals.....\$6,500,000 00 \$11,250,000 00

The amount of capital stock authorized by law is \$15,000,000. The number of shares of stock is 175,000. Par value of each share, \$50. Amount of capital on which the respective dividends were declared \$5,000,000.

The dividends declared have been as follows:

January, 1866, 5 per cent.; July 1866, 5 per cent.; January 1, 1867, 5 per cent.; and July 1, 1867, 5 per cent.

	1866.	1867.
Miles run by passenger trains..	261,038	312,923
" freight trains	298,124	491,953
" coal trains.....	23,010	.....

Totals.....583,062 804,876

Number of passengers carried..593,748 594,682

Tons of freight carried.....589,210 665,490

The gross tonnage for the year 1867, was 970,803.

President.—AMASA STONE, JR.

Directors.—A. Stone, Jr., S. Witt, Geo. B. Ely, H. B. Payne, Thos. M. Kelley, Wm. Collins, Jno. Newell, H. E. Parsons, James Miles, Jerome W. Wetmore, Sam'l J. Randall, E. M. Gilbert and Chas P. Wood.

Secretary and Treasurer.—GEO. B. ELY.

Superintendent.—H. NOTTINGHAM.

The Intercolonial Railway.

This line is to be made, after all, but it has been delayed so long that an American competitor, called the European and North American line, has been established, or so far made that in self-defence it must be completed. The Intercolonial will doubtless beat the American line, which is only a coaster; nevertheless it would have been much better for Canada and the Intercolonial line itself if the steps for the construction of the Intercolonial had not been so protracted that countenance and support were given to the Yankee scheme in England. To what extent Englishmen advanced their money in aid of the American competitor we know not, but for their own sakes we trust they did not go very deep, and will take an early opportunity to let the Americans have their own bonds at an advantage, we mean at a lower price than the English investors gave for them; or of course at a premium, that is an advantage to English investors, if the bonds will fetch a premium. The Intercolonial will, as soon as it is made, cut the American coaster into ribbons. Nearly all the traffic from Halifax to Quebec, Montreal, Ottawa, Toronto,

Detroit, &c., will pass up the Intercolonial and over the Grand Trunk. Before the Intercolonial is made this traffic may take the American route, that is coastwise to the Grand Trunk, at or near Portland (America), and thence via the Grand Trunk to Montreal, &c.; but the moment the Intercolonial is ready to carry traffic the Canadian Company will doubtless transfer this Canadian traffic to their own lines.—*Herapath.*

Delaware, Lackawanna and Western R. R.

This road is 113 miles in length, extending from Great Bend to the Delaware River. The length of double track is 50 miles; and of sidings 42 miles. The weight of rail per yard is 65 lbs. Gauge of road, 6 feet. The company have 98 locomotives, 17 passenger, 8 baggage, mail and express, 733 freight cars, and 5,972 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers....	\$244,170 57	\$212,481 78
" freight.....	2,466,797 36	2,476,009 90
" mails.....	9,238 93	8,528 24
" interest.....	15,237 20	13,236 07
" miscellaneous..	3,052 14	3,722 63
Total.....	\$2,738,496 20	\$2,613,978 62

Expenses, viz:

Maintenance of way and buildings.....	\$516,253 03	\$818,460 67
Taxes on real estate..	12,547 06	14,827 31
Repairs of engines....	261,715 53	508,233 71
" cars.....	365,555 57	548,631 56
" tools, etc....	8,000 00	.....
Incidental expenses...	11,100 25	.....
Office expenses	8,533 50	7,905 01
Agents and clerks....	24,443 51	25,798 48
Labor, handling freight	6,166 26	7,719 37
Porters, watchmen and switch tenders....	4,669 11	6,343 27
Wood and water station attendance	9,024 29	8,494 99
Conductors, etc.....	154,808 63	147,910 36
Engineers and firemen.	154,722 84	154,032 46
Fuel and preparing...	369,422 18	311,650 70
Oil and waste	88,410 70	87,817 01
Loss and damage	16,468 70	15,403 22
Gen'l superintendence.	3,083 32	3,250 00
Contingencies.....	8,758 16	47,183 94

\$2,023,672 64 \$2,712,662 06

Earnings less exp... \$714,823 56

Excess of expenses . \$98,683 44

SUMMARY OF PAYMENTS.

	1866.	1867.
For construction and equipment.....	\$2,348,025 03	\$284,561 21
Maintaining and operating the road....	2,023,671 64	2,697,834 75
Dividends.....	2,152,315 00	1,170,855 00
Interest	385,401 39	232,919 25
State tax on capital stock and tonnage.	205,121 95	88,660 58
United States tax...	204,819 37	131,369 57

Totals.....\$7,319,354 38 \$4,605,200 36

COST OF ROAD AND EQUIPMENT.

	1866.	1867.
Construction.....	\$9,687,427 66	\$9,616,641 51
Equipment.....	2,912,416 92	3,267,764 28

Totals.....\$12,599,844 58 \$12,884,405 79

STOCK AND DEBTS.

	1866.	1867.
Capital stock.....	\$11,288,600 00	\$13,886,020 00
Funded debts.....	3,370,500 00	3,308,000 00
Floating debt.....	717,221 83	708,205 31

Totals.....\$15,376,321 83 \$17,402,225 31

The dividends declared have been as follows: January 2, 1867, on full stock 5 per cent.; July

22, 1867, on full stock 5 per cent.; on scrip stock 75 cents per share. Number of shares of stock 282,011. Par value of each share \$50. Amount of capital on which the respective dividends were declared: Jan. 2, \$11,288,500 full; July 22, \$11,288,500, full, and 66,000 shares scrip.

	1866.	1867.
Miles run by passenger trains	172,407	125,591
" freight trains...	202,166	223,407
" coal trains	1,535,202	1,685,526
Totals	1,909,775	2,034,524
Number of passeng's carried	200,486	187,533
Tons through freight on main road	8,124	9,867
Gross tonnage for the year..	1,920,874	2,140,134

President.—SAM'L SLOAN.

Directors.—Wm. E. Dodge, Moses Taylor, Geo. Bulkley, Jno. J. Blair, Henry Young, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, George Bliss, Percy R. Pyne, Wm. W. Phelps, Joseph H. Scranton, Jno. C. Phelps, Jno. Brisbin.

Secretary.—CHARLES E. CARRYL.

Treasurer.—ANDREW J. ODELL.

Superintendent.—JAMES W. TOUCEY.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	\$175,089 14	\$173,647 82
" freight	277,184 89	299,018 61
" mails	11,102 58	7,714 60
" express	3,750 00	5,315 50
" miscellaneous....	587 95	981 21
Totals	\$467,714 56	\$486,674 74
Expenditures, viz:		
Maintenance of way...	\$127,358 17	\$131,296 55
" motive power	60,098 82	71,901 16
Cost of working road..	92,269 33	93,676 47
" management...	10,852 23	10,166 56
Miscellaneous	30,283 83	28,685 11
Totals	\$320,592 38	\$335,725 85
Net balance	\$147,122 18	\$150,948 89
Balance from last report	154,808 26	217,260 29
Interest received	8,875 89	9,146 48
Engineer department less than last year ..	44 95	702 71
Total income	\$310,851 28	\$378,058 37

Appropriated in 1867-'68 as follows:

Paid coupons, back coupons, expenses of paying the same, interest on over due bonds, and discounts on sinking fund bonds sold during the year ..	\$66,905 20
Paid preferred stock dividends	57,939 00
Wood, oil and coal on hand more than last year	2,793 89
In superintendents hands over last year	12,336 73
Paid trustees of sinking fund	12,500 00
Paid sundry expenses	3,226 33
Bonds and cash on hand	222,357 22

Total, as above

Compared with the previous year the gross earnings of 1867-'68 show an increase of \$18,960 18, with an increase in expenses of \$15,133 47, making the increase in net earnings, \$3,826 71. The report says:

We have laid within the year 731 tons of new and re-rolled iron, repaired and re-laid 7,050 rails, and have laid more than 50,000 new sleepers.

We have built one new passenger car, re-built one baggage car, and built and re-built four box, and twenty-six platform cars, and we have also purchased one new freight locomotive, and sta-

tionary engine, at a cost of \$14,500, and have made other extensive repairs and improvements.

So that the motive power, passenger and freight cars, road-way and superstructure, are all in a much better condition than at any former time in the history of the road.

There has been no change in our business connections with the lower roads since our last report.

The payment to the Sinking Fund, of \$12,500, has been made, which, with its accumulations, amounts at this time to \$200,000. This fund, as we have said in our former reports, is fast reducing the bonded debt of the road.

The Directors have not thought it advisable to charge off at present any of the overdue bonds, but to hold them so that they can be cancelled, and sinking fund bonds issued for them, to be issued, if thought best, for the extension or payment of the bonds maturing in 1870.

The dividend declared and paid last June, was not included in the previous year's accounts, but has been charged in this year's.

This dividend, with one declared last November, and the one now payable, make three dividends included in this year's statement, of \$23,064 each, in all \$69,192.

This has been done so that hereafter there will be regularly two dividends charged each year.

It was said by some few parties last year, that the Directors did not intend to pay another dividend, but there have been two declared and paid since, and they see and know of no reason why they cannot continue to pay regularly on the preferred stock.

It has been thought desirable by a large number of the stockholders, to see if there could be some arrangement to consolidate the three classes of stock into one.

If this could be done on some basis equitably for all, it would be desirable, and greatly for the benefit of the corporation.

The matter of extending the road from Littleton towards Lancaster and Northumberland, will again be submitted to you for consideration. From various causes, the Directors have not been able to take any decided measures in regard to this project. Such an extension would be of great importance to the towns through which it would pass, and would also benefit this road; and it would be for our interest to assist in its construction, provided sufficient encouragement were given in the way of substantial aid, by the towns and individuals to be benefited by it, rights of way granted where practicable, and where such grants could not reasonably be expected, only moderate and reasonable land damages asked.

We trust you will give to this matter the attention which so important a measure demands.

All the operations of the road, during the year, have been conducted with safety and success, and the prospects for the ensuing year are encouraging.

The total number of passengers carried in 1867-'68 was 123,334; equal to 7,340,040 carried one mile. Total number of tons of freight, 57,856; equal to 3,471,360 tons carried one mile.

TRIAL BALANCE.

	1867.	1868.
Construction	\$2,850,000 00	\$2,850,000 00
Wood & oil on hand..	11,975 46	14,015 14
Stock, etc., on hand..	23,049 30	23,100 53
C. M. bonds on hand due in 1870	800 00	800 00
Trustees of S. Fund..	126,500 00	139,000 00
Pemigewasset House.	16,000 00	16,000 00
J. A. Dodge, Sup't. ...	15,760 39	28,097 12
Cash on hand for coupons unpaid	1,400 00	1,184 00
Do., dividends, do. ...	.....	11,253 00
S. F. and mort. bonds on hand	220,000 00	174,000 00
Cash	15,860 29	55,920 22

\$3,281,345 17 \$3,313,370 01

Stock (old div. etc.)..	\$459,600 00	\$459,600 00
" preferred	800,000 00	800,000 00
" new	540,400 00	540,400 00
Bonds due in 1865...	204,000 00	204,000 00
" 1870	350,000 00	350,000 00
" 1889	496,000 00	496,000 00
Coupons due & unpaid	1,400 00	1,184 00
Divid's due & unpaid	1,448 89	1,448 89
Do., not yet payable.	28,125 00	28,125 00
Do., due and unpaid since May, 1867...	.....	11,253 00
Profit and loss	400,371 28	421,359 12
	\$3,281,345 17	\$3,313,370 01

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, Joseph P. Pitnam, Peter Butler, John L. Rix, John A. Parks and Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Pacific Railroad (of Missouri)—Six Per Cent. Gold Bonds.

The Pacific Railroad (of Missouri,) through the undersigned, offer for sale a limited amount of their six per cent. gold bonds at 95 per cent. and accrued interest.

The road extends from St. Louis 283 miles to Kansas City, there connecting with the Union Pacific Railroad (E. D.) and other roads, and was completed in 1865, at an expenditure of over \$13,000,000.

The earnings for the year ending February, 1867, were..... \$2,675,874 00
Operating expenses

Net earnings were

For the year ending February, 1868,

the earnings were.....

Operating expenses were

Net earnings.....

While for the first quarter of 1868 the net earnings exceed those of same quarter in 1867 by \$133,679 69.

The Railroad Company, in order to pay off the State of Missouri for advances in aid of constructing the road as well as all other liens, has issued \$7,000,000 of First Mortgage 6 per cent. Bonds, secured by deed of trust to Messrs. JAMES PUNNETT, President of Bank of America, New York; U. A. MURDOCK, President of Continental National Bank, New York, and LUTHER C. CLARK, of CLARK, DODGE & Co.

The bonds run twenty years from Aug. 1, 1868, interest February and August in New York. Principal and interest payable in gold coin.

In offering these bonds to the public we remark that the road passes through the central, most populous, fertile and growing part of the State of Missouri, forms part of an important line, and is a completed and successful enterprise, already earning nearly double the amount required to meet the interest on its entire indebtedness, thus entitling the bonds to the rank of a first class security. Government and other securities received in exchange at market rates.

CLARK, DODGE & Co.,

No. 61 Wall street.

The Philadelphia and Reading Railroad Company have secured an extended lease on the Little Schuylkill Railroad for ninety-nine years guaranteeing the stockholders 7 per cent.

New York Central Underground Railroad.

The following is a copy of an act passed by the Legislature of New York to incorporate the New York City Central Underground Railway Company, and to authorize the said company to construct and operate a certain underground railway in the city of New York.

Section 1. W. Butler Duncan, William B. Ogden, George Griswold, James Boorman Johnston, George D. Cragin, James M. Brown, William E. Dodge, Henry F. Vail, Lewis B. Brown, Edwin Dodge, S. W. Hopkins, Edward R. Bell, J. S. Thayer, Clarence S. Brown, Henry E. Davies, Julius F. Cheesboro, W. W. Huntington, D. M. Hildreth, J. S. Schultz, Henry W. Slocum, Horace Downing, John Philip, E. H. Kenbock, Bryan Lawrence, Joseph Dixon, Eugene Bissal, Henry Marshall, Edwin J. McKee, Royal N. Torrey, Thomas Canary, William Johnson, Bernard Kelly, William C. Squier, John Fitch, Edward C. Byrne, Henry C. Smith, Benjamin Weed, Edward Coles, Daniel R. Jewett, Ezra Clark, Jr., Isaac Bell, and John T. Conover are hereby created a body corporate and politic by the name of "The New York City Central Underground Railway Company." The said corporation shall continue for one hundred years from the passage of this act, and shall be located in the City of New York, and the capital stock shall be ten millions of dollars, divided into one hundred thousand shares of one hundred dollars each.

Sec. 2. The business and offices of said corporation shall be managed by a board of thirteen directors, who shall be elected annually by the stockholders, and the first election of said directors shall be held in the city of New York within thirty days after the passage of this act, and the day and place thereof shall be determined by the five first named corporators herein, and they shall give notice thereof to each of the other incorporators herein named, which notice shall be delivered at or mailed to their respective places of abode or business at least five days prior to the time of such election, and such of the corporators shall attend in person or by proxy shall appoint two tellers to conduct the election and declare the result, and the directors then chosen shall hold their office for the term of one year and until others are chosen in their places.

Sec. 3. The corporation hereby created shall possess all the powers and privileges and be subject to all the provisions of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2d, 1850, and the several acts amendatory thereof and additional thereto, except so far as the provisions of the said acts are modified by or are inconsistent with the provisions of this act; and the said corporation is hereby authorized and empowered to make, construct and maintain a tunnel, and to construct, operate and use therein a double track railway, and the necessary sidings, and to convey passengers, freight and property, in cars propelled by steam or other power, for compensation, under and through the soil, beneath certain streets, avenues, squares and grounds in the city of New York, as hereinafter specified; but said corporation shall have no right to acquire the use or occupancy of any of the streets or public places in the city of New York under the provisions of the said acts, or by any agreement or grant of the city authorities, except such use or occupancy as is granted or provided for in this act, and except such temporary rights and privileges, during the period of constructing said tunnel and railway authorized in this act, as the proper authorities may grant to said company to facilitate such construction.

Sec. 4. The tunnel and railway hereby authorized to be constructed and enjoyed by said corporation shall follow, as near as possible, the line of the streets, avenues, courses and places named:—Commencing at a point on the easterly line of Broadway, in City Hall Park, and northerly of the projected southerly line of Park place, thence easterly and under ground, passing in front of the

old City Hall, southerly of the flagging in front of the same, and northerly of the proposed General Post Office, curving to the left, passing westerly of the Comptroller's Office, and southerly of the Superior Court building, corner of Chambers and Centre streets, to Centre street; thence under and across said Centre street to City Hall place; thence easterly under said City Hall place to Pearl street; thence across said Pearl street and running northeasterly in a curved line to Mulberry street, at a point on said street between Bayard and Park streets; thence northerly under said Mulberry street to Bleeker street; thence northerly under and across said Bleeker street in a straight line, as near as practical, to Lafayette place; thence northerly under said Lafayette place to Astor place; thence under and across said Astor place and Eighth street to the northerly side of said Eighth street; thence across the block between said Eighth street and Ninth street, and easterly of St. Ann's church, on said Eighth street, to Fourth avenue; thence northerly under the westerly side of said Fourth avenue to Fourteenth street; thence under and across said Fourteenth street and said Fourth avenue to Union Square; thence northerly under said Union Square to Seventeenth street; thence under and across said Seventeenth street and through the blocks, as near as possible, in a direct line to Twenty-third street; thence under Madison street and Madison avenue, to Twenty-sixth street; thence northerly under and across said Twenty-sixth street to Madison avenue; thence under said Madison avenue as now opened to Eighty-sixth street; thence under said Madison avenue, as declared by chapter 403 of the laws of the State of New York of 1867, to 120th street; thence northeasterly continuing the same line to the Harlem river; thence easterly and westerly along said Harlem river and connecting with the Harlem bridge at the terminus of Third avenue. And in case the lowness of the surface at any point north of Ninety-ninth street is such as to render the construction of a tunnel impracticable, said main line may be constructed and operated by an elevated surface railway from said Ninety-ninth street to and along the said Harlem river. The said corporation may make on the route aforesaid the necessary connections, turnouts, switches and other conveniences for the proper working and accommodation of said railway.

Sec. 5. For the purpose of making, constructing and operating the said tunnel and railway, said corporation is hereby authorized and empowered to enter upon and underneath the several streets, avenues, squares, public places and lands hereinbefore specified, and into and upon the soil of the same, to construct and maintain said tunnel and railway along the route, and to the points herein specified and contemplated, such tunnel and railway to be constructed in the most thorough manner, and upon the most approved plans for lighting, ventilating and drainage, and of sufficient dimensions for the purposes of said railway and for the convenience of public travel, and at such depth below the surface and in such manner as effectually to prevent any interference with the surface of said streets, avenues, squares or grounds, or the use of the same, with such exceptions as are provided for in this act; and except, also, that during the progress of construction it shall be lawful to make such excavations and openings in said streets, avenues, squares and grounds under which said tunnel and railway shall be constructed, or over which said railway tracks shall be laid, as shall be necessary from time to time; and in all cases the surface and pavements of said streets, avenues, squares and grounds over said tunnel and railway shall be restored to the condition in which they were before such excavations were made, as near as possible, and if practicable one half the width of said street shall be always kept open for the public travel; but where excavations for the full width of such streets shall be made they shall not be oftener at any one time nor more than one in each quarter mile of said route; nor shall they be more than two hundred and fifty feet in length in any one

place, nor shall they be kept open longer than for a period of sixty days in any one place, except by the consent, in writing, of the Street Commissioner of the city of New York. And it shall be lawful for said corporation to make, construct and maintain openings for ventilation or light, extending from said tunnel to the outer edges of the sidewalks of the streets or avenues and to the surface of the squares in which said tunnel shall be constructed, and said openings shall not exceed two feet in width, except in public squares and parks, where said openings may be four feet in width by eight feet in length, at any one point; said openings for ventilation in said parks and squares shall be covered with a cast iron grating; said gratings shall not extend more than six inches above the surface of said squares or parks; and said company shall erect and maintain hollow iron pillars or columns of an ornamental pattern suitable for lamp posts, which may be substituted for the posts now in use, the said posts being provided with gas pipes, burners and lanterns at the expense of said corporation. It is hereby provided, however, that the said corporation shall be liable to the owner or lessee of any building or property along the route of said railway tunnel for any damages which he or they shall sustain by reason of any direct injury caused thereto by the construction of such railway and tunnel.

Sec. 6. The said corporation shall have the right to acquire the title to and hold such real estate or interest therein as may be necessary to enable it to construct and operate said tunnel and railway as herein provided, and to construct and maintain the proper platforms, stations and buildings of said corporation at such points along the route as may be most convenient and suitable for the ingress and egress of passengers and freight, and necessary for the operation of the railway, and for proper communication between said tunnel and platforms, and said stations and buildings; and in case it cannot agree with the owner or owners of such real estate or interest for the purchase or use thereof, it may acquire the title to the same in the manner specified in the acts hereinbefore referred to, except in any of the proceedings for any of the purposes authorized by this section it shall not be necessary that the petition to the court shall make any allegation of or reference to any incorporations, capital stock, surveys, maps, or the filing of any certificate of location; but whenever it shall be necessary or convenient for the said railway turnouts, platforms or stations to take and use for the purpose of operating the same, any public grounds, parks or places, no compensation shall be awarded or demanded for the same, but in all cases the use of the aforesaid streets, avenues, squares, grounds and public places, and the right of way under and through the same for the purpose of a tunnel and railway, as herein authorized and provided, shall be considered and is hereby declared to be a public use, consistent with the uses for which the Mayor, Aldermen and Commonalty of the said city hold said streets, avenues, and public places.

Sec. 7. Said tunnel shall be constructed at such depth below the surface of the streets or avenues as will avoid any interference with or changes in the water mains of the Croton Aqueduct Board, except such changes as may be, in the opinion of the chief engineer of the Croton Aqueduct Board, necessary for the proper construction of said railroad and for public convenience, and such necessary changes in said mains and all changes additions and alterations which may be made necessary in the sewers by the construction of said tunnel and railway, shall be made under the direction and supervision of the Croton Aqueduct Board, but at the proper cost and charges of this corporation.

Sec. 8. Whenever the route herein specified and contemplated for the construction of said tunnel or railway shall intersect with or cross or coincide with any horse railroad track now occupying the surface of said streets and avenues, the said horse railway tracks shall, if practicable, be carried over said openings upon temporary bridges or structures, and such temporary bridges

and structures shall be constructed in such manner as not to interfere with the practical operation or working of such street railways; and upon the completion of said tunnel and such portions of the route thereof where such changes of the horse railway tracks may be made, the same shall be restored, as near as practicable, to the condition in which they were previous to the construction of said tunnel; and all such bridges and structures and restoration of tracks shall be made at the proper cost and charges of this corporation.

Sec. 9. Said tunnel and railway shall be exclusively for the uses and purposes of said railway company, and it shall not be lawful for any person or persons to enter or pass through the same or any portion thereof on foot or in any other way than in the proper cars of this corporation provided for that purpose, without the consent of said corporation, under penalty of \$50 for each offence, to be recovered by this corporation. And the Mayor, Aldermen, Commonalty and officers of the corporation of the city of New York are hereby prohibited from giving permission to any other person, body or corporation to do any of the acts or things hereby authorized, or to hinder, delay or embarrass the construction or operation of said tunnel and railway and other things as herein authorized.

Sec. 10. The said corporation shall be and is hereby authorized to collect and receive for the transportation of passengers the following fares, to wit:—For one person for any distance under three miles, the sum of six cents, and for every mile or fraction thereof in addition, two cents, the said rates to include government tax.

Sec. 11. The said corporation shall have subscriptions to its stock to the amount of \$3,000,000 before the construction of said tunnel and railway is commenced, and one year from the passage of this act within which to commence the same, and three years within which to complete said tunnel and railway to Forty-second street, and five years to complete the same to and along Harlem river, necessary and unavoidable delays from the pendency of legal proceedings against said corporation excepted; and no omission to construct any portion shall work a forfeiture of this franchise in respect to any section of said tunnel and railway which may have been commenced and completed.

Sec. 12. It is hereby made a condition of this grant that said company shall, before the 1st day of January next, deposit with the Comptroller of this State the sum of \$300,000 in bonds of the United States or of the State of New York as a pledge that they will commence the construction of said tunnel and railway and complete the same within the time limited in this act, and upon the completion of the same, in the time and manner herein provided, the said Comptroller shall return the said bonds with the accumulations of interest thereon, to the said company; but upon a failure to either commence or complete said tunnel and railway within the time and in the manner herein provided, the said sum of \$300,000 in bonds as aforesaid shall be forfeited to the people of this State and shall be expended for educational purposes and upon the State library and State cabinet of natural history. It is further provided that before said company shall commence the construction of said tunnel and railway, and on or before the first day of January next, said company shall procure valid subscriptions to their stock, made by responsible parties, to the amount of three millions of dollars, and shall establish the fact of the validity of said subscriptions and of the responsibility of the parties making the same to the satisfaction of said Comptroller, whereupon a certificate to that effect shall be made by said Comptroller, and filed by him with the Secretary of State; and said certificate when so made shall be the warrant of said company for commencing said work. In the event of the failure of said company to deposit the said sum of three hundred thousand dollars, and to procure the filing of said certificate of said Comptroller on or before the first day of January

next, as provided in this act, then, and in either of said events, this act shall cease, determine and become void.

Sec. 13. It shall not be lawful for said corporation to receive or deliver freight within the lines of the public squares or parks named in this act.

Sec. 14. The directors are required to open books for subscription to the bonds or stock of said corporation, and shall give at least twenty days' notice in the New York daily *Herald*, *Tribune*, *Times* and *World*, where said books shall be opened, that an opportunity shall be given those who desire to subscribe for said stock, and the said books shall be kept open for at least three months; and in the event of a larger amount being subscribed than the capital stock of said corporation, then such subscriber shall be entitled to a pro rata number of shares of said stock, as near as may be, and in proportion to the amount so subscribed, but each subscriber shall, at the time of subscribing, pay to the treasurer five per cent of the par value of each share so subscribed.

Sec. 15. This act may be altered or amended at the pleasure of the Legislature.

Sec. 16. This act shall take effect immediately.

Honduras Railway.

Mr. Brunles, the engineer employed by the British contractors for the Honduras Railway loan to report on the value of public property pledged by that republic to secure it, says that he is satisfied that the interest of the present loan of £1,000,000 will be secured by the product of the mines and forests, which can be further increased so as to secure the interest on the additional amount necessary to complete the road. He anticipates that the earnings of the railway will also be considerable. The contract for the construction has been taken at £8,000 per mile, and work is to be commenced at once.

Atlantic and Great Western Railway.

We gave on the 18th ult., a statement showing the present financial position of this company, with proposals for its re-organization and resumption of coupon payments. We have since received a document purporting to be an amendment to that statement, containing some important alterations made at the suggestion of Sir William Russell's and Mr. Ridsdale's Committees. The unanimity now secured, it is said, compensates for the inconvenience of the changes, and assures an early return to a proper administration of the Company's affairs. The alterations are chiefly in the mode of dealing with the certificates of debenture. The interest on income bonds issued for coupons is increased, and the bonds made equal to a mortgage by deposit for their protection of the coupons in trust. According to the amended statement, the proposed capitalization is to be into income bonds, bearing seven per cent, annual interest from the 15th November next, with semi-annual coupons attached. It is further proposed to cancel and convert the certificates of debenture, first, by delivery of the divisional bonds now held in trust, \$5,236,600; second, by the issue of income bonds for coupons due up to 16th of July, 1868, \$1,171,000; third, by cash payment, \$592,400; fourth, by issue of consolidated second mortgage bonds, bearing five per cent, interest in gold, from 15th of November, 1870, \$7,000,000—completing the capital amount of debentures \$14,000,000; fifth, income bonds for the interest on this capital until the bonds issued commence to carry interest \$1,224,553.

The principal alterations from the original are contained in the following statements:

B.—Capitalization of Interest.

It is proposed to capitalize into "income bonds," bearing seven per cent, annual interest from 15th November next, with semi-annual coupons attached:—

1. Two years' coupons on first mortgage divisional bonds, from April 1867.....	\$1,171,356
2. Three years' coupons on second mortgage divisional bonds, do.....	803,197
3. Four years' coupons on consolidated mortgage bonds, do.....	5,502,700
4. Interest on debentures from date of payment of last coupon, 15th of November, 1867, at 5 per cent, per annum, until the bonds issued in exchange (as per statement C.) commence to carry interest.....	1,224,553

Total amount of income bonds to be issued..... \$8,701,806

The income bonds for coupons on the first divisional mortgages are payable at par in ten years; on the second divisional mortgages in fifteen years; and on the consolidated bonds and for interest on debentures in twenty years. All coupons are to be placed in trust, as a guarantee for the due payment of principle and interest of the income bonds.

C.—Certificates of Debenture (£2,800,000, or \$14,000,000).

In order to close this trust, which has been the source of much complication and litigation, it is proposed to convert and cancel the certificates of debenture.

1st. By delivery of the divisional bonds now held in trust.....	\$5,236,600
2d. By the issue of income bonds for coupons due up to 16th of July, 1868.....	1,171,000
3d. By cash payment.....	592,400
4th. By issue of consolidated second mortgage bonds, bearing 5 per cent, interest in gold, from November 15, 1870.....	7,000,000

Completing the capital amount of debentures..... \$14,000,000

5th. Income bonds for the interest on this capital until the bonds issued commence to carry interest (Statement B)..... \$1,224,553

All the bonds and cash must be exchanged in exact proportions as debentures are delivered up, and all securities other than those enumerated are to revert to the Company.

Blue Ridge Railroad.

The Governor of South Carolina, in his message to the Legislature, recommends that sufficient aid should be extended to the officers of the Blue Ridge Railroad to ensure its completion. This road, as projected, is 196 miles in length, of which fifty-two miles are within the limits of South Carolina, and of this distance thirty-four miles are completed and in running order. The sum of \$3,250,000 has already been expended for construction, of which the State of South Carolina furnished \$1,310,000 by a stock subscription, and it is estimated that \$3,500,000 will be sufficient to complete the road. The aid now asked from the State is a guarantee of the interest of \$3,000,000 of new bonds. The Governor says that "the city of Charleston is the nearest of all the Atlantic ports to the great States of the West, and by the construction of this road the wealth of that imperial region will be poured into her lap."

The Ware River Railroad will shortly be ready for contract.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,075,139			Hartford and New Haven...100	\$3,000,000	J. A. J. & O.	July '68 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun '68 3
Allegheny Valley...50	1,495,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '68 4
Alton and St. Louis...100	122,000	J. A. J. & O.	Oct '67 11	Do. pref. 100	5,233,820			Raleigh and Gaston...100		J. & J.	Jul '68 3
Atlanta and West Point...100	1,225,200	J. & J.	Jan '68 31	Hanover Branch, Pa. 50	116,850	M. & N.	May '68 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr '68 3
Atlantic & N. Carolina...100	5,545,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			Do. pref. 100	1,180,000	J. & J.	Jan '68 4	Richmond and Petersburg...100	847,000		
Do. pref. 50	2,919,000			Hudson River...100	13,937,100	A. & O.	Apr '68 4	Rich. Fred. and Potomac...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul '68 2	Hazleton...50	1,615,000	May	May '68 24	Rockport...100	88,400		Nov '67 2
Augusta and Savannah...100	733,700	J. & J.	Jan '68 31	Huntingdon & B'd Top...50	494,330			Rome, Water. and Og'n'b...100	2,285,500	J. & J.	July '68 5
Baltimore and Ohio...100	18,157,962	A. & O.	Apr '68 4	Do. pref. 50	190,750	J. & J.	Jan '68 31	Rutland preferred...100		F. & A.	Aug '68 31
Do. Washington Br. 100	2,860,000	A. & O.	Apr '68 4	Illinois Central...100	23,885,450	F. & A.	Aug '68 5	St. L., Alt. and T. Haute...100	2,800,000		Annual
Baltimore City Passenger...100	870,000			Indianapolis, Cin. & Lafayette...100	1,689,900	M. & S.	Sep '67 4	St. L., Jack'nv. and Chic'o...100	1,469,429		May '68 7
Bay de Noquet & Marq...100	4,420,000	A. & O.	Apr '68 3	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan '68 5	Sandusky and Cincinnati...100	2,089,000		
Bellefontaine Line...100	997,112	F. & A.	Feb '68 31	Joliet and Chicago...100	1,600,000	J. A. J. & O.	Apr '68 11	Do. pref. 100	398,073	M. & N.	Nov '67 3
Boliviere Delaware...100	600,000	J. A. J. & O.	Jul '68 11	Joliet & North Indiana...100	300,000	J. & J.	Jan '68 4	Sand, Mansf. and Newark...100	900,000		
Berkshire...100	250,000	J. & D.	Dec '67 21	Lackawanna & Bloomsb...50	1,335,000			Saratoga and Hudson R...100	1,020,000		
Blount & Corning...50	13,725,000	J. & J.	Jul '68 5	Leeds and Farmington...50	2,158,556	J. & J.	Jan '67 6	Saratoga and Whitehall...100	600,000	A. & O.	Apr '68 3
Boston and Albany...100	110,000	A. & O.	Apr '68 4	Lehigh and Mahanoy...50	6,104,050	M. & N.	May '67 5	Savannah and Charleston...100	1,000,000		
Boston and Chelsea...100	459,400			Lehigh and Susquehanna...50	10,734,100	J. A. J. & O.	Jul '68 24	Schuykill and Susqueh'a...50	1,289,150		
Boston, Concord & Mont...100	1,840,400	M. & N.	May '68 3	Lehigh Valley...50	344,850	J. & J.	Jan '68 4	Second and Third St. (Ph.) 50	203,757	J. & J.	Jul '68 2
Do. pref. 100	1,830,300	J. & D.	Jun '68 4	Lehigh Luzerne...50	1,614,646	M. & N.	Nov '67 3	Schuykill Valley...50	678,050	J. & J.	Jul '68 24
Boston and Lowell...100	4,076,974	J. & J.	July '68 5	Lexington & Frankfort...100	5,672,400	J. & D.	Dec '67 4	Seaboard and Roanoke...100	868,200		
Boston and Maine...100	3,090,000	J. & J.	July '68 4	Little Miami...50	2,046,100	J. & J.	Jan '68 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct '66
Boston and Providence...100	50	J. A. J. & O.	Apr '68 2	Little Schuylkill...25	90,000			Shamokin V. and Potomac...100	869,450	F. & A.	Feb '68 3
Broadway (Boston) 50	2,100,000	F. & A.	Feb '68 31	Lomb. and South St. (Ph.) 25	90,000			Shore Line...100	635,200	J. & J.	Jan '68 3
Broadway & 7th Av. (N. Y.) 100	1,000,000	J. & J.	Jul '68 5	Long Island...50	8,000,000	F. M. A. N.	Aug '68 10	Sixth Avenue (N. Y.)...100	750,000		Nov '67 5
Brooklyn City...100	899,800	M. & N.	May '68 31	Long Branch & Sea Shore...50	95,194			Somerville...100	75,000	M. & N.	May '68 3
Brooklyn City & New'n...100	899,800			Louis, Cin. and Lex. pr. 100	46,338	J. & J.	Jul '67 4	South Carolina...100	2,819,275		
Buff. New York & Erie...100	899,800	M. & N.	May '68 31	Louisville and Frankfort...50	1,109,594	J. & J.	Jan '68 3	South Shore...100	259,685		Jul '68 3
Buffalo and State Line...100	2,309,900	F. & A.	Aug '68 4	Louisville and Nashville...100	5,000,000	F. & A.	Feb '68 4	South Western, Georgia...100	3,203,400	F. & A.	Feb '68 4
Cambridge Horse (Boston) 100	777,800	A. & O.	Apr '68 4	Louis, N. Alb. & Chicago...100	2,800,000			Southern Mississippi...100	1,000,000		
Camden and Amboy...100	6,842,200	F. & A.	Aug '68 5	Lowell and Lawrence...100	200,000	A. & O.	Apr '68 3	Staten Island...100	660,000	J. & J.	Jul '67 4
Camden and Atlantic, pref. 50	600,000			Macon and Western...100	1,500,000			Stoney Brook...100	287,800	M. & N.	May '68 24
Cape Cod Branch...50	721,928	J. & J.	Jul '68 31	Mahanoy & B'd Mount'n 50	921,615			Summit Branch...50	250,000	J. & J.	Jul '68 3
Catawissa...50	1,160,000			Maine Central...100	1,600,880			Syr., Bingham. and N. Y. 100	1,200,130		
Catawissa, pref. 50	2,300,000	M. & N.	May '68 3	Manchester & Lawrence...100	1,000,000	M. & N.	May '68 5	Taunton Branch...100	280,000	J. & J.	Jul '68 4
Cayuga & Susquehanna...50	699,110			Marietta & Cincinnati...50	2,029,778	M. & S.	Sep '68 3	Tennessee and Alabama...100	585,922		
Central of Georgia...100	4,666,800	J. & J.	Jul '68 5	Do. 1st pref. 50	6,686,135	M. & S.	Sep '68 3	Terre Haute and Indiana...50	1,982,150	J. & J.	Jan '68 8
Central of New Jersey...100	13,768,000	J. A. J. & O.	Apr '68 24	Do. 2d pref. 50	4,081,744	M. & S.	Mar '68 3	Third Avenue (N. Y.)...50	1,750,000		
Central Ohio...100	400,000	J. & D.	Jun '68 3	Memphis and Charleston...100	5,312,725	M. & S.	Mar '68 3	Thirteenth and Fif. (Ph.) 50		J. & J.	Jan '68 1
Do. pref. 100	970,000			Memphis and Ohio...100	670,000			Tol., Peoria and Warsaw...100	1,660,000		
Con. Park, N. & E. River...100	1,301,000		Oct '67 21	Metropolitan (Boston)...100	1,250,000	J. & J.	July '68 5	Do. 1st pref. 100	1,700,000		
Charlotte & S. Carolina...100	880,000			Michigan Central...100	7,502,966	J. & J.	Jul '68 5	Do. 2d pref. 100	908,176		
Chemung...100	2,017,325	Annual	Jan '68 3	Mich. So. & North. Ind. 100	11,085,340	Aug.	Aug '68 4	Tol., Wabash and West...100	6,400,000		
Cheshire, preferred...100	3,836,648	M. & S.	Mar '68 5	Do. guaranteed 100	588,700	F. & A.	Feb '68 5	Do. pref. 50	1,000,000	M. & N.	May '68 31
Chicago and Alton...100	2,425,578	M. & S.	Mar '68 5	Middlesex (Boston)...100	400,000			Troy and Boston...100	607,111		
Chicago and Burlington...50	12,500,000			Mill Creek and Minehill...50	323,375	J. & J.	July '68 5	Troy and Greenbush...100	274,400	J. & D.	Jun '67 31
Chicago and Gt. Eastern...100	4,990,000			Millville and Glassboro'...100	368,200	F. & A.	Aug '67 6	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr '67 3
Chicago, Iowa & Nebras...100	1,000,000			Milw. & Prairie du Chien...100	3,082,000	Annual	Feb '68 8	Union Transport'n (Box)...100	200,000		
Chicago and Milwaukee...100	2,227,000			Do. 1st pref. 100	1,014,000	Annual	Feb '68 8	Union (Phila.)...50	291,475	J. & J.	Jul '68 3
Chicago & N. Western...100	13,160,927	June	Jun '68 10	Do. 2d pref. 100	3,627,000	J. & J.	Jan '67 5	Utica and Black River...100	834,400	J. & J.	Jan '68 4
Do. pref. 100	12,994,719	June	Jun '68 10	Milw. & St. Paul...100	3,771,000	J. & J.	Jan '67 5	Vermont and Canada...100	2,250,000	J. & D.	Jun '68 4
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep '68 10	M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul '68 4	Vermont Central...100	8,000,000		
Chic. Ham. & Dayton...100	3,122,100	M. & N.	May '68 5	Mobile and Ohio...100	3,583,300			Vermont and Massachusetts 100	2,800,000	J. & J.	Jun '68 14
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan '68 2	Montgomery & W. Point...100	1,644,104	J. & D.	Dec '67 4	Virginia Central...100	3,353,879		
Do. Street...100	1,000,350			Morris and Essex...50	5,500,000	F. & A.	Feb '68 7	Virginia and Tennessee...100	3,452,815		
Cincinnati and Zanesville...50	192,750	J. & J.	Jul '68 3	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	July '68 5	Western Union...100	2,687,227		
Citizens Passenger (Phila.) 50	6,000,000	F. & A.	Aug '68 31	Nashua and Lowell...100	600,000	M. & N.	May '68 5	West Jersey...100	731,050		Aug '68 4
Clev., Col., Cin. & Ind...100	2,044,800	M. & N.	Jul '68 31	Nashville & Chattanooga...100	2,086,644	F. & A.	Aug '68 5	West Philadelphia...100	249,100	J. & J.	Jul '68 5
Cleveland & Mahoning...100	5,000,000	J. & J.	Jul '68 31	Naugatuck...100	1,100,000	F. & A.	Aug '68 5	Wilm. and Manchester...100	1,130,470		
Cleveland, Paines & Asht...100	5,424,091	J. A. J. & O.	Jul '68 2	New Bedford & Taunton...100	500,000	J. & J.	Jul '68 4	Wilm. and Weldon...100	1,340,273		
Cleveland and Pittsburg...50	4,841,500	J. & J.	Jul '68 31	New Haven & N. London...100	738,538			Worcester and Nashua...75	1,411,000	J. & J.	Jun '68 31
Cleveland and Toledo...50	4,000,000	J. A. J. & O.	Oct '67 21	N. Haven & Northampton...100	1,224,100	J. & J.	Jan '68 3				
Col. & Indianapolis Cen...100	1,786,200	J. & J.	Jan '68 4	New Jersey...100	5,000,000	F. & A.	Aug '68 5	CANALS.			
Columbus and Xenia...50	1,500,000	M. & N.	May '68 5	New London Northern...100	895,000	M. & S.	Mar '68 4	Chesapeake and Delaware...50	1,575,963	J. & D.	Jun '68 3
Concord...100	850,000	J. & D.	Jun '68 31	New York Central...100	26,380,000	F. & A.	Aug '68 4	Chesapeake and Ohio...25	8,228,595		
Concord & Portsmouth...100	350,000			New York and Harlem...50	5,285,050	J. & J.	Jul '68 4	Delaware Division...100	1,633,350	F. & A.	Feb '68 4
Coney Island & Brooklyn...100	600,000			Do. pref. 50	1,500,000	J. & J.	Jul '68 4	Delaware and Hudson...100	10,000,000	F. & A.	Aug '68 6
Conn. & Passump. Rivers...100	1,673,300	J. & J.	Jul '68 3	New York & New Haven...100	6,000,000	J. & J.	Jul '68 5	Delaware and Karitan...100	2,298,400	F. & A.	Aug '68 5
Do. pref. 100	1,650,000	J. & J.	Jul '68 3	N. Y., Provid. & Boston...100	1,765,281	J. & J.	Jan '68 8	Erie of Pennsylvania...50	64,000		
Connecticut River...100	1,316,900	A. & O.	Apr '68 4	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan '68 8	Lehigh Coal and Navigat...50	6,137,000	M. & N.	May '67 3
Cumberland Valley...50	806,900			North Avenue...100	797,400			Monongahela Navigation...50	728,100	J. & J.	Jul '68 2
Danbury and Norwalk...100	2,384,941	J. & J.	Jul '68 3	North Carolina...100	4,000,000			Morris (consolidated)...100	1,026,000	F. & A.	Feb '67 3
Dayton and Michigan...100	406,132	J. & J.	Jul '68 3	Northern Central...50	4,648,900	F. M. A. N.	May '68 2	" (preferred)...100	1,176,000	F. & A.	Feb '68 5
Delaware...50	11,288,550	J. & J.	Jul '68 5	North Eastern (S. O.) pref. 100	155,000			Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb '67 6
Del. Lackaw. & Western...50	1,550,050			Northern of N. Hampsh...100	3,084,400	J. & D.	Jun '68 3	Do. (pref.) 50	2,888,805		
Des Moines Valley...100	452,359			Northern of N. Jersey...100	158,800			Suag. and Tide Water...50	2,052,088		
Detroit & Milwaukee...100	1,500,000			North Pennsylvania...50	3,150,150			Union...50	2,907,850		
Do. pref. 100	1,200,000			Norwich & Worcester...100	2,368,600	J. & J.	July '68 3	Do. preferred...50	50		
D. Dock, E. B'dw. & Bat...100	1,675,641			Ogdensb. & L. Champ'n...100	3,077,000	F. & A.	Feb '68 3	W. Branch and Susq...50	1,100,000	J. & J.	Jan '68 5
Dubuque and Sioux City...100	1,987,351			Do. pref. 100	641,200	A. & O.	Apr '68 4	Wyoming Valley...50	800,000	irregular	Oct '67 4
Do. pref. 100	1,987,351			Ohio and Mississippi...100	20,222,647						
Eastern (Mass.)...100	3,878,304	J. & J.	July '68 4	Do. pref. 100	3,607,197	J. & D.	Jun '68 31	MISCELLANEOUS.			
Eastern (N. H.)...100	492,500	J. & J.	July '68 4	Oil Creek & Allegheny R...50	4,259,000	J. & J.	Jul '68 31	Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec '67 21
East Pennsylvania...50	654,900			Old Colony & Newport...100	4,848,800	J. & J.	July '68 3	Pacific Mail Steamship...100	20,000,000	MJS&D.	Dec '67 3
East Tenn. and Georgia...100				Orange and Newark...100	281,550			Union Navigation...100	4,000,000	MJS&D.	Dec '67 5
East Tenn. and Virginia...100	1,000,000	J. A. J. & O.	Jan '68 4	Oswego and Syracuse...50	482,400	F. & A.	Feb '68 4	West'n Union Telegraph...100	25,450,000	J. & J.	Jul '68 2
Eighth Avenue (N. Y.)...100	800,000	F. & A.	Feb '68 21	Pacific of Missouri...100	3,681,000			American Coal...25	1,500,000	M. & S.	May '68 6
Elmira & Williamsport...50	800,000	M. & N.	May '68 21	Panama...100	7,000,000	J. A. J. & O.	July '68				

PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Length. Completed - equal in single trip.	Equip-ment. In progress or projected.	Equip-ment.		Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.														
30 Nov. '87	3.65				Boston and Chelsea	110,000	110,000			8,800	7,390	0.8		3
30 Nov. '87	6.84				Broadway, Boston	402,468	325,000		64,336	187,427	29,460	9.5		9
30 Nov. '87	28.51	268	38		Cambridge	877,804	727,800	150,000	94			9.0		10
30 Nov. '87	3.99		48		Lowell (Horse)	561,908	55,830		1,686	27,268	5,588			10
30 Nov. '87	12.50	198	82		Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.			2
0 Nov. '87	3.60				Malden and Melrose	60,246	200,000	55,758		24,138	loss.			2
30 Nov. '87					Marginal Freight	91,543	21,000							
30 Nov. '87	3.08				Malden and Charlestown	36,800	94,000			23,442	2,240		50	
30 Nov. '87	42.99	791	166		Metropolitan (Boston)	1,523,222	1,250,000	8,000	188,198	736,700	129,635	10		6
30 Nov. '87	7.21	254	42		Middlesex (Boston)	499,685	400,000	41,539	79,694	188,055	10,087			5
30 Nov. '87	3.25	28	7		Northampton & Williamsb.	300,000	300,000		2,318	14,273	1,125			5
30 Nov. '87	2.13	2	2		North Woburn street	27,242	17,300		15,500	868	loss.			
30 Nov. '87	4.45	55	9		Quincy	136,840	71,000	66,424	57,592	23,226	loss.			
30 Nov. '87	7.11	50	17		Salem and South Danvers	195,317	150,000	32,400	6,268	30,637	loss.			
30 Nov. '87	3.74				Somerville	75,000	75,000			4,500	4,500	6		8
30 Nov. '87	2.61	12	3		Stoneham street (Boston)	37,300	33,000			8,589	89			
30 Nov. '87	0.84				Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)						
30 Nov. '87		440	68		Union (Transportation)	308,870	200,000	24,000	117,842	368,351	13,015	6		8
30 Nov. '87	2.76				Winnisimmet	62,152	53,200		238	4,300	3,867	4		
30 Nov. '87	4.06	44	9		Worcester	89,573	75,800	72,000	26,000					
CONNECTICUT.														
31 Jan. '84	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000					8		
31 Dec. '82	8.5		11	3	Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
30 Sep. '87	7.37		87	6	Albany	139,414	98,000	40,000		71,851	15,873		100	
30 Sep. '87	2.00		58		Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543		100	
30 Sep. '87	1.74		37		Broadway (Brooklyn)	260,551	200,000	85,000	10,015	107,736	28,744		8	100
30 Sep. '87	16.51	108			Broadway & 7th Ave., N. Y.	608,318	2,100,000	150,000		687,433	253,214	34		100
30 Sep. '87	8.00	17			Brooklyn, Bath & Coney Island	166,259	99,850	80,000	85,172	27,253	3,994		100	
30 Sep. '87	70.00	207			Brooklyn City	1,800,813	1,600,000	300,000		1,131,139	195,907	12	100	
30 Sep. '87	11.30	49			Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,287	14,552		100	
30 Sep. '87	4.12	14			Brooklyn City & Rock. B'ch	125,586	107,700	45,000		15,085	6,352		100	
30 Sep. '87	24.10	57	22		Brooklyn Central & Jamaica	995,783	485,100	498,810	47,303	192,290	9,470		100	
30 Sep. '87	8.45				Buffalo Street	134,357	50,000	50,000	109,500	76,833	24,455		100	
30 Sep. '87	1.70				Central City (Syracuse)	29,130	21,180	6,000	1,400	17,866	4,786	84	100	
30 Sep. '87	24.00	121	14		Central Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	533,151	16,285		100	
30 Sep. '87	14.82				Coney Island & Brooklyn	645,172	500,000	141,000	47,727	118,307	226		100	
30 Sep. '87	23.60	801			D. Dock, E. B'dw. & Battery	678,014	1,200,000	672,000	15,000	582,532	89,310	5	100	
30 Sep. '87	18.00	162			Eighth Avenue	1,042,972	1,000,000	203,000		792,574	139,095	12	100	
30 Sep. '87	10.24				42d st. & Grand st. Ferry	1,041,204	748,000	260,000		300,969	94,714	5	100	
30 Sep. '87	5.50				Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	94	100	
30 Sep. '87	3.00				Genesee & Water st. (Syr.)	42,194	42,500			8,765	419		100	
30 Sep. '87	8.36				Greenpoint & Williamsb'rg	144,000	44,330	100,500	3,900				100	
30 Sep. '87	10.00	21	3		Harlem Br., Moris' & Ford'm	227,400	95,900	124,000	7,500	68,608	4,578		100	
30 Sep. '87	3.56				Kingston and Rondout	78,510	75,000			27,600	1,620		100	
30 Sep. '87	7.00	17			Metropolitan (Brooklyn)	361,500	191,500	134,000	4,000	24,961	4,000		100	
30 Sep. '87	12.20	38			Ninth Avenue	466,295	797,320	167,000		92,671	16,881		100	
30 Sep. '87	6.78	41			Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345		100	
30 Sep. '87	10.00				Rochester City & Brighton	286,061	138,400	100,000	13,000	48,250	1,501		100	
30 Sep. '87	10.00				Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	459,945	9,470		100	
30 Sep. '87	8.37	81			Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,564	10	100	
30 Sep. '87	5.33				Skaneateles	88,878	67,780	20,000					100	
30 Sep. '87	2.07				Syracuse and Geddes	25,038	25,000	25,000		13,075	5,046	20	100	
30 Sep. '87	4.37				Syracuse and Onondago	31,000	31,000			6,595	1,176	5	100	
30 Sep. '87	18.00	180			Third Avenue (N. Y.)	2,453,404	1,170,000	1,380,000	50,000	1,049,943	232,232	12	100	
30 Sep. '87	3.33				Troy and Albra	71,952	44,150	19,000	11,238	12,446	2,140		100	
30 Sep. '87	15.50				Utica and Waterville	307,268	121,172	196,500	1,200	75,179	14,707		100	
30 Sep. '87	2.25	4			V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,297		100	
30 Sep. '87	15.52				Westervilet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	
NEW JERSEY.														
31 Dec. '82	5.32		7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '82	5.05	2.50	8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '82	10.47				Jersey City & Bergen Point									
31 Dec. '82	17.00	150	22		Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566		50	
31 Dec. '82	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '87	9.23	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	53,150	24	50	
31 Oct. '87	1.63	10	2		Easton & South Easton	22,422	24,500	500		4,971	428	2	25	
31 Oct. '87	10.50				Frankford and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.		50	
31 Oct. '87	16.37	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,500	300,000		295,142	66,995	6	50	
31 Oct. '87	34.25	367	59		Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26	50	
31 Oct. '87	5.40	120	25		Girard College (Phila.)	170,864	170,000			112,204	15,978	12	50	
31 Oct. '87	4.84	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000		170,439	9,604	10	50	
31 Oct. '87	2.00	18	5		Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.		25	
31 Oct. '87	5.20	103	18		Lombard & South st. (Ph.)	162,957	90,000	60,200	7,900	66,529	13,046		25	
31 Oct. '87	7.25	82	13		Oakland (Pittsburg & E. L.)		59,500	57,718	880	49,980	loss.		50	
31 Oct. '87	3.00	9	3		Peoples, Luzerne County	34,800	24,800			4,600	2,382		100	
31 Oct. '87	7.08	277	45	3	Philadelphia City (C. & W.)	436,917	225,000	150,000	61,911	226,044	53,011	10	50	
31 Oct. '87	5.61	50	10	4	Philadelphia and Darby	250,419	160,000	89,000		38,871	9,452	124	20	
31 Oct. '87	8.50	125	19		Philadelphia & Gray's Ferry	286,583	285,307			93,888	28,343	3	50	
31 Oct. '87	8.75	163	28		Pittsb. Allegheny & Manch'r	146,995	110,000	35,000	24,916	138,501	22,495	10	50	
31 Oct. '87	3.90	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,862	31,550	11	50	
31 Oct. '87	8.00	53	12		Ridge Avenue & Manyunk	179,633	120,500	63,200		40,799	6,726	2	50	
31 Oct. '87	3.96				Schoynkill River (Phila.)	47,463	50,000						50	
31 Oct. '87	19.50	459	72		Second & Third st. (Phila.)	487,936	339,097	114,200	68,088	408,156	105,448	184	50	
31 Oct. '87	5.92	100	13	4	17th & 19th st. (Phila.)	114,368	130,000			69,627	11,284	44	50	
31 Oct. '87	7.00	104	32		10th & 11th st. (Citizens')	176,049	192,750			131,728	22,160	31	50	
31 Oct. '87	6.25	145	28		18th & 15th st. (Phila.)	uncertain				208,684	84,648		50	
31 Oct. '87	25.00	529	70	13	Union (Philadelphia)	764,927	400,000	300,000		366,348	42,501	74	50	
31 Oct. '87	6.00	341	66	4	West Philadelphia	479,706	375,000	100,000		281,058	60,692	10	50	
31 Oct. '87	4.13	13	4		Wilkesbarre and Kingston	70,286	49,800		8,500	12,119	7,423		25	
31 Oct. '87	1.02	10	4		Williamsport	20,367	15,600	5,000	1,127	8,665	1,319		25	
MARYLAND.														
31 Dec. '82	21.00	340	50		Baltimore City	700,000	670,000		31,549	239,059	21,058			
OHIO.														
31 Dec. '82	5.00				Cincinnati Street	151,913	150,000							
31 Dec. '82	5.00				City (Cinc.) Passenger	111,412	100,000							
31 Dec. '82	3.81				Passenger (Cinc.)	69,837	50,000							

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing. Rate.	INTEREST.		Principal payable.	Market Value.
		Pay- able.	Month.		
Broadway [Brooklyn]: Real Estate Mortgage.....	\$ 27,500	J. & J.	Var.		
Broadway & 7th Avenue: 1st Mortgage.....	600,000	J. & D.	1894		
Brooklyn, Bath & Coney Is'd 1st Mortgage.....	80,000	J. & J.	1883		
Brooklyn and Rockaway 1st Mortgage.....	35,000	J. & J.			
Brooklyn Centr. & Jamaica: 1st Mortgage.....	498,000	J. & D.	1870		
Brooklyn City: 1st Mortgage.....	170,000	J. & J.	1872		
Brooklyn City & Newtown: 1st Mortgage.....	200,000	J. & J.	1872		
Brooklyn City & Ridgewood: 1st Mortgage.....	20,000	J. & J.	1884		
Cambridge: 1st Mortgage.....	180,000	J. & J.	1883		
Central Park, East & North River: 1st Mortgage.....	650,000	J. & J.	1874		
Citizens' Pittsburg]: 1st Mortgage.....	56,300	J. & J.	1870		
Coney Island and Brooklyn: 1st Mortgage.....	148,000	J. & J.	1873		
Delaware County: 1st Mortgage.....	6,500				
Dorchester: Real Estate Mortgage.....	5,000				
D. Dock E.B'dw. & Battery: 1st Mortgage.....	650,000	J. & J.			
Eight Avenue: 1st Mortgage.....	160,000	J. & J.			
Forty-second street: 1st Mortgage.....	127,150	J. & J.	1873		
Frankford and Southwark: 1st Mortgage.....	200,000	J. & J.	1869		
Frankfort and Philadelphia: 1st Mortgage.....	50,000				
Germantown: 1st Mortgage.....	350,000	J. & J.	1860		
Green and Coates St.: 1st Mortgage.....	100,000	J. & J.	1870		
Harlem Br. Morris & Ford'm 1st Mortgage.....	124,000	J. & J.			
Hestonville Mantua & Fair- mount: 1st Mortgage.....	185,000	J. & J.	1860		
Hoboken and Weehawken: 1st Mortgage.....	60,000	M. & S.	1872		
Lynn and Boston: 1st Mortgage [road] :	50,000	J. & J.	'71-'72		
Malden and Melrose: 1st Mortgage guaranteed.....	58,727			1880	
Medford and Charlestown: 1st Mort. [Winter St. Br.].....	9,500				
Middlesex: 1st Mortgage.....	38,000				
Malden & Melrose bonds.....	46,971				
Real Estate.....	6,000				
Ninth Avenue: 1st Mortgage.....	112,000				
North Philadelphia: 1st Mortgage.....	100,000	J. & J.	1860		
Orange and Newark: 1st Mortgage Broad street.....	100,000	J. & J.	1881		
" " O. & Newark.....	100,000	J. & J.	1880		
2d Mortgage " ".....	100,000	J. & J.	1883		
Philadelphia City: 1st Mortgage.....	140,000	J. & J.			
Philadelphia and Darby: 1st Mortgage.....	17,000	J. & J.	1870		
Phila. and Gray's Ferry: 1st Mortgage.....	15,500	J. & J.	1869		
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	85,000	J. & J.	1871		
Pittsburg & Birmingham: 1st Mortgage.....	10,800	J. & J.	1870		
Pittsburg & East Liberty: 1st Mortgage.....	87,000	J. & J.	1871		
Quincy: Plain bonds.....	58,400	M. & S.	1868		
Richmond and Schuylkill: 1st Mortgage.....	30,000	J. & J.	1870		
Rochester City & Brighton: 1st Mortgage.....	100,000	J. & J.			
Second Avenue: 1st Mortgage.....	520,000	J. & D.	1867		
Second and Third Street: 1st Mortgage.....	100,000	J. & J.	1868		
2d Mortgage.....	114,300	J. & J.	1869		
Third Avenue: 1st Mortgage.....	1,000,000	J. & J.	1870		
Real Estate bonds.....	480,000				
Union: Real Estate Mortgage.....	300,000	J. & D.	1875		
Utica and Waterville: 1st Mortgage.....	100,000				
Van Brunt, st. & Erie Basin: 1st Mortgage.....	12,000	J. & J.			
West Hoboken & Hoboken: 1st Mortgage.....	60,000	M. & N.	1873		
West Philadelphia: 1st Mortgage.....	100,000	J. & J.	1860		

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.				*Indicates that no interest is paid.			
Amounts outstanding.		Interest.	WHEN PAYABLE.	Amounts outstanding.		Interest.	WHEN PAYABLE.
		Rate.	Payable.			Rate.	Payable.
National Securities, July 1, 1868.				Massachusetts—State Almshouse Loan.			
Loan of Jan. 23, 1847.....registered	6,878,442	6	Jan. & July. 1867	144	100,000	5	May & Nov. 1872
Loan of March 31, 1849.....registered	256,000	6	1868	129	275,000	5	April & Oct. '73-74
Texas Indemnity, of Sep. 9, 1860.....coupon	20,000,000	6	presentation. Due.	143	220,000	5	May & Nov. 1882
Loan of June 14, 1863.....registered	7,022,000	6	1874	118	150,000	5	April & Oct. 1868
Loan of June 22, 1860.....registered	14,415,000	6	1874	116	76,000	6	June & Dec. 1868
Loan of Feb. 8, 1861.....registered	1,016,000	6	1871	126	172,000	6	'70-73
Oregon War Bonds of March 3, 1861.....yearly	204,246,200	6	1871	120	94,000	6	Jan. & July. 1874
Loan of July 17, 1861.....registered	1,554,833,040	6	1881	115	60,000	6	June & Dec. 1877
Loan of Feb. 25, 1862 (5-20s).....registered	198,449,800	6	1881	115	600,000	5	Jan. & July. '77-78
Loan of March 3, 1864 (5-20s).....registered	23,000,000	6	1882	110	898,000	5	1883
Loan of March 3, 1864 (5-20s).....coupon	105,610,660	6	1882	114	200,000	5	1893
Loan of March 3, 1865 (5-20s).....registered	8,573,202	6	1884	111	4,379,500	5	May & Nov. 1894
2d series (5-20s).....registered	20,398,180	6	1884	111	3,996,000	5	1894
3d series (5-20s).....registered	21,604,990	6	1884	111	860,000	6	Jan. & July. '71-73
Fractional currency.....registered	356,144,212	6	1885	109	2,150,000	6	'74-76
Navy Pension Fund.....registered	12,000,000	6	1885	109	2,113,000	6	Mar. & Sept. '71-86
		6	1885	112	4,319,520	5	April & Oct. '68-71
		6	1887	108	275,000	5	Jan. & July. '63-71
		6	1887	108	200,000	5	April & Oct. 1890
		6	1887	108	968,500	5	'91-93
		6	1887	108	584,180	5	'88-90
		6	1887	108	100,000	6	Jan. & July. 1878
		6	1887	108	216,000	6	'73-83
		6	1887	108	1,750,000	6	1878
		6	1887	108	250,000	7	1886
		6	1887	108	1,111,500	7	1886
		6	1887	108	468,000	7	May & Nov. 1890
		6	1887	108	100,000	7	Jan. & July. 1877
		6	1887	108	2,275,000	7	1883
		6	1887	108	2,000,000	6	'41-71
		6	1887	108	5,000,000	6	Var.
		6	1887	108	622,000	6	Jan. & July. '62-83
		6	1887	108	3,000,000	6	'81-85
		6	1887	108	7,000,000	6	'81-87
		6	1887	108	4,500,000	6	'85-87
		6	1887	108	4,350,000	6	'82-87
		6	1887	108	3,500,000	6	'83-89
		6	1887	108	650,000	6	'85-87
		6	1887	108	700,000	6	1887
		6	1887	108	1,194,100	6	Jan. & July. '67-78
		6	1887	108	600,000	6	May & Nov. '84-89
		6	1887	108	609,500	6	April & Oct. '67-74
		6	1887	108	500,000	6	Jan. & July. 1869
		6	1887	108	1,798,900	6	Jan. & July. '67-84
		6	1887	108	1,002,900	6	'86-98
		6	1887	108	793,400	6	'92-02
		6	1887	108	706,000	7	J. A. J. & O. 1870
		6	1887	108	2,569,000	7	Jan. & July. 1877
		6	1887	108	27,728,500	7	1877
		6	1887	108	1,189,780	7	pleas.
		6	1887	108	500,000	6	1868
		6	1887	108	800,000	6	1878
		6	1887	108	3,050,000	6	J. A. J. & O. 1871
		6	1887	108	6,000,000	6	1873
		6	1887	108	2,250,000	6	1874
		6	1887	108	1,400,000	6	'76-77
		6	1887	108	999,607	5	Jan. & July. pleas.
		6	1887	108	442,960	5	May & Nov. 1868
		6	1887	108	900,000	5	Jan. & July. 1876
		6	1887	108	800,000	5	1878
		6	1887	108	1,163,000	5	J. A. J. & O. 1868
		6	1887	108	167,000	5	1871
		6	1887	108	4,500,000	5	1874
		6	1887	108	398,000	5	Various. '69-78
		6	1887	108	8,334,000	6	Jan. & July. '81-90
		6	1887	108	660,000	6	April & Oct. '90-91
		6	1887	108	3,500,000	6	Jan. & July. 1900
		6	1887	108	280,866	6	Jan. & July. 1868
		6	1887	108	2,183,532	6	1870
		6	1887	108	1,600,000	6	1875
		6	1887	108	4,095,309	6	1881
		6	1887	108	2,400,000	6	1886
		6	1887	108	218,674	7	Jan. & July. 1875
		6	1887	108	4,993,000	7	Various. '77-82
		6	1887	108	5,033,052	6	'68-70
		6	1887	108	400,000	6	April & Oct. 1879
		6	1887	108	92,850	5	Jan. & July. 1877
		6	1887	108	99,480	5	1882
		6	1887	108	720,983	5	1892
		6	1887	108	4,907,180	5	1877
		6	1887	108	7,909,520	5	1882
		6	1887	108	9,270,017	5	1892
		6	1887	108	2,000,000	6	Feb. & Aug. 1871
		6	1887	108	468,600	6	April & Oct. 1871
		6	1887	108	1,196,000	6	Mar. & Sept. 1882
		6	1887	108	269,000	6	April & Oct. 1883
		6	1887	108	776,000	6	Jan. & July. 1893
		6	1887	108	917,000	6	Feb. & Aug. 1894
		6	1887	108	798,898	5	J. A. J. & O. '68-70
		6	1887	108	3,275,000	5	Jan. & July. '71-90
		6	1887	108	1,210,803	6	1887
		6	1887	108	1,949,430	5	April & Oct. 1868
		6	1887	108	239,167	5	Var. 604
		6	1887	108	1,706,000	5	1886
		6	1887	108	14,006,000	6	Jan. & July. 30 yrs.
		6	1887	108	2,207,000	6	Var.
		6	1887	108	6,000,000	6	1882
		6	1887	108	1,567,500	6	June & Dec. '71-78
		6	1887	108	1,865,000	5	Jan. & July. long.
		6	1887	108	466,250	5	long.
		6	1887	108	108,000	5	long.
		6	1887	108	21,669,398	5	long.
		6	1887	108	10,900,000	6	long.
		6	1887	108	1,379,500	6	1876
		6	1887	108	389,300	6	1886
		6	1887	108	39,300	6	1890
		6	1887	108	408,100	6	Jan. & July. '77-80

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1884	150,713	164,438	166,493	194,992	200,907	266,636	295,612	356,408	401,103	367,228	353,344	328,828	3,236,492
1885	239,445	247,211	482,340	355,045	472,493	410,800	493,382	596,584	541,461	675,446	634,243	576,325	5,826,335
1886	475,641	438,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,873	5,696,119
1887	377,852	380,160	489,555	407,013	465,102	383,396	400,550	461,879	483,177	483,917	474,184	360,641	5,167,371
1888	404,467	393,261	408,847	338,654	355,255	362,169							
Chicago and Alton:													
1884	109,850	101,355	104,372	122,064	132,201	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,708
1885	104,991	154,418	195,808	162,728	178,786	206,000	224,257	212,166	254,554	320,879	307,508	282,018	2,770,484
1886	280,503	275,233	299,063	258,480	322,278	355,270	335,985	409,251	401,280	387,966	307,919	236,824	3,440,992
1887	280,503	222,241	290,111	230,249	329,851	371,544	321,597	387,269	323,638	360,223	323,080	271,247	3,406,153
1888	343,787	157,832	235,991	282,105	335,510	542,858	354,244	415,932	408,999	426,762	359,102	330,169	3,892,861
1889	259,539	296,496	261,599	270,886	335,510	373,461							
Chicago, Rock Island and Pacific:													
1884	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1885	158,735	175,482	243,150	185,013	198,679	243,178	224,890	307,374	375,880	324,865	336,617	321,037	3,096,470
1886	246,331	289,403	196,580	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	201,779	3,313,514
1887	241,395	183,385	257,230	209,099	277,506	306,698	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1888	292,621	224,621	272,454	230,283	251,916	261,438	274,300	404,600	568,403	553,300	415,400	351,600	4,153,312
1889	383,600	281,900	292,500	289,700	308,891	366,200							
Chicago and Northwestern:													
1884	273,876	317,839	390,355	421,363	466,330	556,145	480,710	519,306	669,005	729,759	716,378	658,400	6,114,566
1885	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946,707	982,682	754,671	547,812	7,976,490
1886	523,566	523,566	523,566	523,566	523,566	523,566	523,566	523,566	523,566	523,566	523,566	523,566	5,235,566
1887	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1888	741,926	800,787	855,611	1,068,959	1,206,796	1,107,544							
Des Moines Valley:													
1884	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1885	49,694	36,098	56,859	59,196	61,447	63,999	63,683	69,018	71,113	81,678	59,867	61,955	735,605
Erie:													
1884	646,095	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,640	1,035,321	10,406,481
1885	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,006	1,232,568	1,224,909	1,234,217	1,234,217	12,429,643
1886	1,001,007	947,146	1,256,596	1,458,455	1,138,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1887	1,185,746	997,933	1,070,917	1,163,441	1,101,652	1,243,636	1,205,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,696,418
1888	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1889	1,031,320												
Illinois Central:													
1884	290,944	271,085	275,643	289,224	324,687	407,992	343,929	511,805	478,576	495,433	437,679	424,531	4,571,028
1885	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	709,236	661,391	657,141	608,492	6,239,447
1886	571,636	528,972	616,665	516,608	460,573	617,682	478,403	747,469	739,786	641,589	643,867	618,068	7,181,968
1887	603,053	504,266	505,465	411,005	569,560	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,646,741
1888	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,227	778,530	823,901	737,810	613,329	7,160,992
1889	519,555	488,089	409,649	497,764	496,666	543,019							
Marietta and Cincinnati:													
1884	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1885	90,411	85,447	84,351	81,181	96,388	103,372	98,043	106,921	104,866	112,504	112,952	128,802	1,201,239
1886	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,713	121,217	142,823	132,397	123,583	1,286,971
1887	92,433	81,529	98,492	108,461	95,416	95,924							
Michigan Southern & Northern Indiana:													
1884	248,784	230,508	557,227	268,613	264,935	24,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1885	256,600	304,445	338,454	330,651	267,126	38,268	278,891	358,862	402,219	407,107	448,984	411,806	4,120,152
1886	368,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,721
1887	312,846	277,234	412,715	412,970	418,024	384,684	338,585	384,401	429,177	496,655	429,646	352,218	4,650,328
1888	305,557	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	390,084	4,663,808
1889	362,021	338,335	381,497	456,983	400,486	363,550							
Michigan Central:													
1884	242,073	245,855	256,432	238,495	236,453	206,221	193,328	215,449	308,108	375,488	339,794	306,186	3,168,065
1885	278,948	278,948	338,276	338,276	265,780	263,244	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1886	306,324	279,137	344,228	287,241	401,450	355,063	329,105	413,501	476,631	490,094	447,070	328,870	4,520,550
1887	282,439	282,439	365,796	365,796	365,196	335,083	324,986	359,646	429,161	490,640	414,604	308,660	4,260,115
1888	304,096	283,661	375,210	362,783	333,952	284,977	313,021	393,993	464,778	505,295	412,934	330,373	4,371,073
1889	343,316	304,215	362,890	415,768	399,236	326,591							
Milwaukee and St. Paul:													
1884	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1885	368,487	360,884	333,281	425,629	505,718	468,094							
New York Central:													
1884	749,163	631,956	710,814	770,228	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,003,244
1885	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,089,853
1886	921,831	936,587	959,023	1,106,664	1,004,435	1,029,736	1,055,793	1,278,117	1,450,076	1,227,113	1,187,505	1,116,829	13,567,709
1887	957,869	613,381	956,659	1,246,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,859	14,775,128
1888	1,086,390	896,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,580,518	1,211,108	938,857	14,143,215
1889	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673				
Ohio and Mississippi:													
1884	210,329	260,466	306,261	269,444	224,963	223,242	268,177	302,696	332,400	278,008	346,243	275,950	3,311,077
1885	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,763,005
1886	267,541	246,109	326,236	277,424	283,130	285,925	247,262	305,454	278,701	310,762	302,246	281,613	3,390,583
1887	242,708	219,065	279,647	284,729	282,939	240,135	234,633	322,621	365,371	379,367	336,066	272,063	3,459,319
1888	211,973	231,351	265,905	252,149	204,630	217,032							
Philadelphia and Reading:													
1884	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1885	326,686	261,834	396,771	429,229	505,517	464,809	451,894	674,486	714,302	815,902	746,955	626,009	6,324,083
1886	432,742	632,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149</		

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S.F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.		
Alabama and Florida:						
Mortgage	\$300,000	7			1887	
Convert. (guar. by Dir.)	150,000	7			1883	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,706	8			1884	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage	774,700	7	April & Oct.	"	1881	
1st Mortgage, Penn.	2,324,800	7		"	1877	
2d Mortgage	912,500	7	Jan. & July.	"	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	"	1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & B.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1883.	8,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1885	
"	1850.	6	Jan. & July.	"	1880	
"	894,250	6	Jan. & July.	"	1875	
"	821,261	6	Ja. Ap. Ju. Oc.	"	1887	
"	8,000,000	6	Jan. & July.	"	1890	
Balt. City Loan of 1885						
Income	100,000	8	April & Oct.	Boston.	1870	
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Belleville and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	
2d Mortgage	433,000	7	"	"	1870	
Income bonds	87,000				1870	
Bolivers Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
2d Mortgage	300,000	7	"	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	260,000	7	"	New York.	1870	
Sinking Fund	336,000	6	"	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
"	200,000	6	April & Oct.	"	1879	
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,768,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	
Income (1 in '99, 1 in '72)	200,000	7	"	"	var.	
Special Erie and North-East	149,000	7	"	"	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,423,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.	"	1870	
Old Road bonds	121,160	7	"	"	'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for \$500,000	210,800	6	"	"	1867	
"	380,000	6	"	"	1870	
"	338,040	6	"	"	1875	
"	675,000	6	April & Oct.	"	1875	
"	1,700,000	6	Feb. & Aug.	"	1883	
"	867,000	6	May & Nov.	"	1889	
"	4,437,300	6	June & Dec.	"	1889	
Consolid. Mort. Loan \$5,000,000						
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	
2d Mortgage	493,000	7	April & Oct.	"	1879	
Ontawissa:						
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	
2d Mortgage	600,000	7	May & Nov.	"	1875	
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	
1st Mortgage E. Div.	500,000	7	Feb. & Aug.	"	1885	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	
2d Mortgage (S. F.)	960,000	7	"	"	1886	
4th Mortgage (S. F.)	1,205,800	7	"	"	1875	
Income	1,192,200	7	Jan. & July.	"	'67-'60	
Central Pacific of California:						
1st Mortgage	7,588,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	"	"	1883	
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	
"	8,123,000	8	"	"	1883	
Pain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890	
2d Mortgage, inconvertible	941,000	4	July.	Frankfort O.M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	14,000	5	May & Nov.	"	1868	
O. B. & Q. Serip	413,250	7	Jan. & July.	Frankfort O.M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	
Income Bonds	1,700,000	7	April & Oct.	"	1883	
Chicago and Milwaukee:						
1st General Mort	1,728,000	7	Jan. & July.	New York.	1898	
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	
1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	
General 1st Mortgage	3,600,000	7	"	"	1885	
Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	"	1915	
Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	
Equipment Bonds	2,200,000	10	May & Nov.	"	'68-'71	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	
Green Bay Extension Bonds	300,000	7	"	"	1885	
Flagg Trust Bonds	200,000	8	Jan. & July.	"		
Cincinnati, Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	
3d Mortgage	500,000	8	"	"	1877	
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	
2d Mortgage	587,000	8	March & Sept.	"	1876	
Hubbard Branch	105,900	7	"	"		
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	
2d Mortgage	1,000,000	7	"	"	1870	
3d Mortgage	1,000,000	7	April & Oct.	"	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	
3d Mort. (M. L.) or 2d Extension	1,608,000	7	May & Nov.	"	1875	
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	"	1892	
Consol. S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
1st Mortgage	27,000	7	April & Oct.	New York.	1867	
2d Mortgage	126,000	7	June & Dec.	"	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	"		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
Mortgage	578,800	6	June & Dec.	Boston.	1876	
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	"	"	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	
2d Mortgage	2,589,000	7	"	"	1881	
3d Mortgage	642,000	7	"	"		
Toledo depot bonds	169,500	7	"	"		
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	
2d Mortgage	250,000	7	June & Dec.	"	40	
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	
Guaranteed	100,000	6	"	"	1875	
State Loan	170,000	6	"	"	1876	
Delaware, Lackawanna and Wn:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	
2d Mortgage	1,668,000	7	March & Sept.	"	1881	
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	
Income	462,000	7	Jan. & July.	"	1884	
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	
2d Mortgage	1,000,000	8	"	"	1896	
3d Mortgage (convertible)	750,000	10	"	"	1893	
4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	
Construction bonds, 2d Div'n	660,000		"	"		
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	
1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6	"	"	1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480		"	"		
Mortgage (ordinary)	780,490		"	"		
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6	"	"		
Endorsed by State of Tennessee	185,000		"	"		
1st Mortgage (after State)	74,000		"	"		
2d Mortgage bonds	14,000		"	"		
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	
Five per cent bonds	570,000	6	Apr. & Oct.	"	60	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
Florida:						
Internal Improvement (State)	1,655,000	7	Jan. & July.	"	1891	
Free Land, 2d Mortgage	1,400,000	8	"	"	1891	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F.," Sinking Fund. var., that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage -	\$300,000 200,000	7 8			1891 1891		Memphis and Charleston State [Tenn.] Loan -	\$1,695,930	6	Jan. & July.	New York.	1892	
Galena and Chicago Union:							1st Mortgage -	1,254,000	7	May & Nov.	"	1890	
1st Mortgage Coupon -	1,919,000	7	Feb. & Aug.	New York.	1882	100	2d Mortgage -	1,000,000	7	Jan. & July.	"	1885	70
2d Mortgage (S. F.) Coupon -	1,173,000	7	May & Nov.	"	1876	96	Michigan Central:						
Elgin and State Line -	189,000	7	Jan. & July.	"	1879		1st Mortgage Sterling -	467,489	6	Jan. & July.	London.	1872	
Mississippi River Bridge -	200,000	7	Jan. & July.	"	1884		1st Mortgage St'g (convertible) -	500,000	8	March & Sept.	"	1869	
Great Western, Ill.:							1st Mortgage (convert.) Dollar -	1,777,000	8	"	N.Y. & Boston	1889	110
1st Mortgage Western Division -	1,000,000	10	April & Oct.	New York.	1869	102	1st Mortgage (convert.) Dollar -	293,000	8	April & Oct.	"	1882	116
" Eastern -	45,000	7	Feb. & Aug.	"	1888		1st Mortgage (S. F.) convertible -	4,331,500	8	"	"	1882	116
1st Mortgage whole line -	2,500,000	7	May & Nov.	"	1888	88	Mieh. Southern and N'n Indiana:						
2d Mortgage -	2,500,000	7	May & Nov.	"	1893	78	Northern Indiana, 1st -	640	7	Feb. & Aug.	New York.	1861	
Hannibal and St. Joseph:							Goashen Air Line -	637,000	7	Feb. & Aug.	"	1869	97
Missouri State Loan (1st lien) -	3,000,000	6	Jan. & July.	New York.	73-78	91	Detroit and Toledo -	924,000	7	"	"	1876	95
Land Security -	8,344.00	7	April & Oct.	"	1881	96	1st General Mortgage (S. F.) -	4,788,000	7	May & Nov.	"	1885	101
Convertible Bonds -	822,000	7	Jan. & July.	"	1883	98	2d General Mortgage -	2,693,000	7	"	"	1877	96
Harrisburg and Lancaster:							Milwaukee and St. Paul:						
New Dollar Bonds -	661,000	6	Jan. & July.	Philadelphia.	1883	80	1st Mortgage -	4,593,000	7	Jan. & July.	New York.	1893	93
Hartford and New Haven:							2d Mortgage -	1,500,500	7	April & Oct.	"	1884	90
1st Mortgage -	927,000	6	Feb. & Aug.	New York.	1883	90	Real Estate Purchase -	135,500			"	1874	
Housatonic:							Milwaukee and Prairie du Chien:						
1st Mortgage -	202,500	6	Jan. & July.	Bridgeport.	1877		1st Mortgage (coupon) -	390,500	7	Jan. & July.	New York.	1891	89
Houston and Texas Central:							Minnesota and Pacific -						
State (1st Lien) Loan -	210,000						Real Estate -	1,200,000	7	Jan. & July.	"	1892	61
Mortgage -	125,000	7			1886		Mississippi Central:						
Hudson River:							1st Mortgage -	1,240,000	7	May & Nov.	New York.		
1st Mortgage -	4,000,000	7	Feb. & Aug.	New York.	69-70	102	2d Mortgage -	1,517,500	8	Feb. & Aug.	"		
2d Mortgage (S. F.) -	2,000,000	7	June & Dec.	"	1885	102	Mississippi Central and Tenn.:						
2d Mortgage -	1,840,000	7	May & Nov.	"	1876	101	State (Tenn.) Loan -	529,000	6				
Convertible -	1,002,000	7	"	"	1867	100	Mississippi and Missouri:						
Illinois Central:							1st Mortgage (convertible) -	1,000,000	7		New York.		
Optional Right Bonds -	28,000	7	Jan. & July.	New York.	1888		2d Mortgage (S. F.) -	406,000	8		"		
Construction -	5,090,500	7	April & Oct.	London.	1876		1st Land Grant -	3,612,000	7		"		
Construction -	2,499,000	6	"	New York.	1875	120	Mississippi and Tennessee:						
Redemption bonds -	2,563,960	6	"	"	1890		Tennessee State Loan -	167,800	6	Jan. & July.	New York.	1885	
Sterling Redemption bonds -	363,000	7	"	London.	1875		1st Mortgage -	600,000	6	"	"	1878	
Illinois and Southern Iowa:							Income Bonds -	297,500	10	"	Memphis.	1870	
1st Mortgage -	300,000	7	Feb. & Aug.	New York.	1882	74	Mobile and Ohio:						
Indiana Central:							Tennessee State Bonds -	1,009,160	6	Jan. & July.	New York.	1882	
2d Mortgage -	261,000	10	Jan. & July.	New York.	1870	100	Sterling (1st mort.) Bonds -	4,187,000	8	"	London.		
Indianapolis and Cincinnati:							" " " " -				Mobile.		
1st Mortgage -	500,000	7	Jan. & July.	New York.	1888	93	Income Bonds of 1861 -	145,200	8	"	N. Y. & Mob.	1861	
Ind., Pittsburg and Cleveland:							" " " " 1862-67 -	625,700	8	"	Mobile.	62-66	
1st Mortgage -	650,000	7	Jan. & July.	New York.	1870		ten years -	75,342	8	"	"		
2d Mortgage -	347,000	7	"	"			Mongomery and West Point:						
Indianapolis and Madison:							Mortgage (due 1863 and '65) -	30,500	6			63-65	
Mortgage -	640,000	7	May & Nov.	New York.	1881	85	Bonds -	61,500	8			1866	
Jeffersonville:							Bonds -	100,000		Jan. & July.		1870	
1st Mortgage -	187,000	7	March & Sept.	New York.	1861	85	Bonds -	290,200		"		1876	
2d Mortgage -	392,000	7	April & Oct.	"	1873	86	Bonds -	639,500		"		1881	
Joliet and Chicago:							Morris and Essex:						
1st Mortgage (S. F.) -	500,000	8	April & Oct.	New York.	1883	101	1st Mortgage (S. F.) -	5,000,000	7	May & Nov.	New York.	1915	100
Joliet and N. Indiana:							2d Mortgage -	1,500,000	7	Feb. & Aug.	"		92
1st Mortgage (guar.) -	800,000	8	Jan. & July.	New York.	1874		Muscogee:						
Kennebec and Portland:							1st Mortgage -	249,000	7				
1st Mortgage (City and Town) -	900,000	6	April & Oct.	Boston.	1870		Nashville and Chattanooga:						
2d Mortgage -	230,000	6	"	Augusta.	1861		Mortgage (State endorsed) -	1,500,000					
*Kentucky Centr. (Gov. and Lex.)							Naugatuck:						
1st Mortgage -	160,000	6					1st Mortgage conv -	224,000	7	Jan. & July.	Bridgeport.	1876	
2d Mortgage -	260,000	7					*New Albany and Salem:						
2d Mortgage (convertible) -	1,000,000	7					1st Mortgage -	2,235,000	6				
Lehigh Valley:							N. Hav., N. Lond. and Ston'gton:						
1st Mortgage -	1,477,000	6	May & Nov.	Philadelphia.	1873	95	2d Mortgage -	200,000	6	Jan. & July.	New Haven.	1868	91
La Crosse and Milwaukee:							Extension -	116,000	6	May & Nov.	"	1873	
1st Mortgage (Eastern Div.) -	875,000	7	May & Nov.	Milwaukee.	1872		New Haven and Northampton:						
Lackawanna and Bloomsburg:							1st Mortgage -	400,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage -	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage (H. & Hamp.) -	103,000	6		"		
Lexington and Frankfort:							New Jersey:						
Mortgage, due 1869 and '74 -	63,000	6	Jan. & July.	Lexington.	69-74		Company's (various) -	860,000	6	Semi-annually.	New York.	var.	
Little Miami:							New London Northern:						
Mortgage (coupon) -	1,489,000	6	May & Nov.	New York.	1883	100	1st Mortgage -	80,000	7	Jan. & July.	New London.	1871	100
Long Island:							Extension Bonds -	72,800	6	March & Sept.	"	1885	
State Loan (S. F.) -	100,000	5	Jan. & July.	New York.	1876	92	N. Orleans, Jackson and Gt. North:						
1st Mortgage -	500,000	6	"	"	1870		1st Mortgage Coupon -	2,741,000	8	Jan. & July.	New York.	1886	
Ext. bonds (Hunter's Point) -	175,000	7	Feb. & Aug.	"	1890		2d Mortgage Bonds -	241,000					
Ext. bonds (Glen Cove Br.) -	150,000	6	May & Nov.	"	1893		N. Orleans, Opelous and Gt. West:						
Long Dock Co.:							Louisiana State Loan -	650,000	6				
Mortgage Bonds -	2,007,000	7	June & Dec.	New York.	1882	97	New Orleans City Subscription	1,500,000	6				
Louisville and Frankfort:							1st Mort. Construction -	1,730,000	8			1889	
Louisville Loan -	100,000	6	Jan. & July.	New York.	1881		New York Central:						
1st Mortgage -	120,000	6	"	"	68-78		Premium (S. F.) Bonds -	6,189,954	8	May & Nov.	New York.	1883	92
Louisville and Nashville:							Funding [S. F.] Bonds -	1,514,000	7	Feb. & Aug.	"	1876	104
1st Mortgage Main Stem -	1,594,000	7	Feb. & Aug.	New York.	68-77		Exchanged St'ks [S. F.] Bds -	494,000	6	May & Nov.	"	1883	
Lebanon Branch 1st Mortgage -	600,000	7	"	"	80-86		" " " " [S. F.] Bds -	77,000	6	"	"	1883	
Memphis Branch 1st Mortgage -	287,000	7	"	"	70-76		Real Estate [S. F.] Bonds -	165,000	6	"	"	1883	
Bardstown and Louisville -	30,000	7	"	"	1870		Real Estate Bonds & Mortgages -	131,315	7	var.	"	var.	
City of Louisville bonds -	1,074,000		"	"	86-87		" " " " -	45,550	6	"	"	1883	
Louisville, Cin. and Lexington:							Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	"	1876	133
1st Mort. (\$3,000,000) -	1,500,000	7	Jan. & July.	New York.	1897	86	Bonds of Oct. 1863, [S. F.] -	2,900,000	6	June & Dec.	"	1887	94
Maine Central:							New York and Erie						
Loan \$1,100,000 -	1,092,900	6	"	"	80-81		1st Mortgage -	3,000,000	7	May & Nov.	New York.	1887	104
Loan \$400,000 -	314,100	6	"	"	70-71		2d Mortgage -	4,000,000	7	March & Sept.	"	1879	103
McMinnville and Manchester:							3d Mortgage -	6,000,000	7	"	"	1883	98
State [Tenn.] -	372,000	6					4th Mortgage -	4,441,000	7	April & Oct.	"	1880	93
Mortgage -	24,000	7					5th Mortgage -	928,500	7	June & Dec.	"	1888	90
Marquette and Cincinnati:							Buffalo Branch -	186,400	7	Jan. & July.	"	1891	
1st Mortgage Bonds -	2,365,335	7	Feb. & Aug.	Baltimore.	1891	95	Sterling Bonds -	3,875,520			London.	1875	
1st Mortgage Sterling -	1,000,000	7	"	"	1891		New York and Harlem:						
2d Mortgage -	24,000	7	May & Nov.	"	1888	78	1st Mortgage -	3,000,000	7	May & Nov.	New York.	1873	103
Soloto & Hooking Val. R. mort.	300,000	7	"	"			Consolidated -	1,000,000	7	Feb. & Aug.	"	1883	100
Memphis, Clarksv. and Louisv.							3d Mortgage -	930,200	7	Jan. & July.	"	1867	92
State [Tenn.] Loan -	910,000	6					New York and New Haven:						
Memphis and Ohio							Mortgage Bonds, Coupon -	1,588,500	6	April & Oct.	New York.	1875	97
State [Tenn.] Loan -	340,000	6					N. York, Providence and Boston:						
							1st Mortgage -	500,000		Feb. & Aug.	New York.	1875	90

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$329,000	8	Mar. & Sept.		1887		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	71
1st Mortgage	700,000	7	March & Sep.	Charleston.	1889		Mortgage (Registered)	504,000	7	"	"	1873	71
2d Mortgage	145,000	7	"	"	1888		Richmond and Petersburg:						
Prof. Stock (sec'd 2d mort. b'ds)	166,000	8	May & Nov.	"	1873		Mortgage bonds	150,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	176,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Jun. Oct.	Baltimore.			Rome, Watertown and Ogdensb.						
York and Cumberland 1st Mort.	176,000	6	May & Nov.	"	1870	99	1st Mortgage (S. F.)	650,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 2d Mort.	800,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84	2d Mortgage	937,500	7	"	"	1863	60
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	82 1/2	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Chattel Mortgage	360,000	10	"	"	1887	112	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1884 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	77 1/2
Norwich and Worcester:							2d Mortgage	148,000	7	"		1875	
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877		Six per cents	73,972	6	"		1878	
Bonds for Dividend Scrip.	59,000	7	"	New York.	1874		Sandusky, Mansfield and N'wark:						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	860,000	7	"	"	1872		2d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	780,000	7	"	"	1874		Registered Convertible	123,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6	"		1865	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Extension	870,500	8	May & Nov.	"	1873	70	Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Ogdensburg & Lake Champlain:							Steril. 5kg 1/4 b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100	Do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	94 1/2	1st Mortgage	437,000		"	Macon.	'75-'85	
Panama:							Steuern and Ind. (P. C. and O.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
1st Mortgage Sterling	846,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mortgage	1,400,000	7	April & Oct.	New York.	1875	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
Pennsylvania:							" " (series B)	1,100,000	7	April & Oct.	"	1894	"
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100 1/2	2d " " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
2d Mortgage	2,621,000	6	April & Oct.	"	1876	100	" " (series D)	1,400,000	7	May & Nov.	"	1894	"
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" " Income (series E)	1,700,000	7	"	"	1894	83
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	St. L., Jacksonv. and Chicago:						
Ponobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Bangor City 1st Mortg. (Coupon)	651,000	6	April & Oct.	Boston.	'74-'75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Mortgage (1862-'70-'72)	800,000	6	Jan. & July.	Petersburg.	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-'70-'72)	814,900	6	"	"	'62-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	83
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila., Germantown and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	94 1/2
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	"
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	83 1/2
1st Mortgage (Sunk. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101 1/2	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
1st Mortgage (general)	5,000,000	6	"	"	1881	91 1/2	Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	"	1871	86 1/2
2d Mortgage	8,000,000	7	"	"	1885	79	Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73 1/2
3d Mortgage	4,000,000	6	"	"	1901		Consol. mort. (T. W. & W.)	1,880,000		"			
Philadelphia and Reading:							Vermont Central:						
Bonds of 1836 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81 1/2
" 1849	2,356,000	6	April & Oct.	"	1870	108	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41
" 1861	106,000	6	Jan. & July.	"	1871	96	Vermont and Massachusetts:						
" 1843	1,525,800	6	"	"	1880	92 1/2	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
" 1844	804,000	6	"	"	1880	92	Virginia Central:						
" 1845	101,000	6	"	"	1880	92 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1849	67,000	6	"	"	1880	92 1/2	Mortgage (coupons)	206,500	5	"	Richm'd &	1872	
" 1857 (convertible)	171,500	6	"	"	1886	93	Mortgage (coupons)	983,000	6	"	New York.	1884	
" 1882	288,000	7	"	"	'72-'77		State Loan 1859-'60	210,000	6	"	Richmond.		
Phila., Wilmington and Baltimore:							Coupon bonds of 1865	68,000	8	"			
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97	Funding Interest bonds	186,089	8	"		'70-'77	
Pittsburg and Connellsville							Dividend bonds	121,227	6	"	"	'65-'75	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	Virginia and Tennessee:						
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103	2d Mortgage	23,500	6	"	"	1878	
" " (series B)	875,000	7	Feb. & Aug.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1865	
" " (series C)	875,000	7	Mar. & Sept.	"	1912	"	Enlarged Mortgage	698,800	6	"	"	1884	55
" " (series D)	875,000	7	April & Oct.	"	1912	"	Warren (N. J.):						
" " (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" " (series F)	875,000	7	Jun. & Dec.	"	1912	"	Warwick Valley, N. Y.:						
2d Mortgage (series G)	800,000	7	Jan. & July.	"	1912	97 1/2	1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
" " (series H)	800,000	7	Feb. & Aug.	"	1912	"	Watertown and Rome:						
" " (series I)	800,000	7	Mar. & Sept.	"	1912	"	Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" " (series K)	800,000	7	April & Oct.	"	1912	"	Western (Mass.):						
" " (series L)	800,000	7	May & Nov.	"	1912	"	Sterling (\$899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
" " (series M)	800,000	7	June & Dec.	"	1912	"	Dollar Bonds	936,500	6	"	Boston.	1875	100 1/2
2d Mortgage	2,000,000	7	April	"	1912	92	West Jersey:						
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876		1st Mortgage	235,000	6	March & Sept.	Camden.	1883	92
Pittsburg and Steubenville:							2d Mortgage	780,000	7	"	Philadelphia.	1890	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	Western Maryland:						
Potomac and Watertown:							1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	'64-'74		1st Mortgage guaranteed	200,000	6	"	"	1890	85
Quincy and Toledo:							Western Pacific:						
1st Mortgage	530,000	7	May & Nov.	New York.	1900	80	1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Raleigh and Gaston:							Western Union: 1st mort.	5,165,400	7	Feb. & Aug.		1896	
Coupon	100,000						Wilmington and Manchester:						
Maritan and Delaware Bay:							1st Mortgage	586,000	7	June & Dec.	New York.	1886	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1883		Income Bonds	163,000	7	March & Sept.		1884	
Equipment Bonds	294,000	7	"	"	1876		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,887	6	"	London.	1881	8
Sterling (\$267,000)	824,000	6	"	"	1880			170,771		"		1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
ALABAMA.																							
30 Jun. '80	65.0				50.6			Alabama and Florida	1,451,336			877,963	508,500	105,255	1,515,704	54.0		101,102	27,806				
28 Feb. '80	30.3				53.1	2	2	Alabama and Mississippi	461,505	30,991		336,010	109,500	21,632	518,965	30.3		55,791	31,862				
31 May '80	109.6				67.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,486	2,476,023	109.6		207,626	111,232				
30 Jun. '80	57.0				171.3			Mobile and Girard	1,500,000							57.0		76,773	21,006				
31 Dec. '80	469.3	13.5			49.4	21	20	Mobile and Ohio	9,258,002	2,182,562		3,616,400	7,661,831	1,591,391	17,922,359	462.5	8 mos.	1,324,847	642,400				
28 Feb. '80	88.6	28.4				21	12	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	283,781	3,068,586	116.9	170,707	449,007	159,402				
ARKANSAS.																							
1 Nov. '80	38.5			107.5				Memphis and Little Rock	558,377			351,524	448,000	10,725	811,949								
CALIFORNIA.																							
30 Dec. '80	22.5							Sacramento Valley	1,493,850			793,350	700,000		1,493,850	22.5		230,251	104,594				
CONNECTICUT.																							
31 July '80	23.8		1.9		6	5	47	Danbury and Norwalk	845,798	66,483	8,250	306,900	100,000		845,798	23.8	53,986	103,333	26,249	3			
31 Jan. '80	122.4		17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740		3,902,356	122.4	319,433	644,726	160,189				
31 Aug. '80	61.4	10.2	65.9		25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,188	4,946,027	75.2	546,113	1,085,334	592,283	12	174		
31 Dec. '80	74.0		8.9		10	12	261	Housatonic	2,439,775		347,819	2,000,000	272,500	150,848	2,787,554	74.0	192,989	478,096	65,463		68		
31 Dec. '80	50.0		2.0		8	11	188	Naugatuck	1,465,639			1,100,000	295,000	34,065	1,465,639	62.0	159,074	419,469	135,922	10			
28 Feb. '80	50.0		2.6		8	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000		1,454,040	62.0		67,143					
30 Nov. '80	93.0	5.5	10.0		5	3	33	New Haven and Northampton	2,351,142			1,334,000	650,000	142,167	2,551,142	30.0	52,403	82,195					
30 Nov. '80	100.0				15	13	216	New London Northern	1,402,287			896,000	430,000	277,000	1,602,944	100.0	326,136	882,944	93,594	8			
31 Mar. '80	61.3	1.0	63.8		35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,200	704,016	10	146		
30 Nov. '80	59.4	7.0	9.5		29	19	491	Norwich and Worcester	2,468,938	149,711	642,862	2,363,600	629,500	9,172	3,380,367	60.4	864,521	680,438	204,036	8	92		
DELAWARE.																							
31 Oct. '80	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,807,684	84.3	136,631	188,970	41,466				
31 Oct. '80	16.2							Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	5.0		27,283	10,290	9			
FLORIDA.																							
30 Apr. '80	154.2			150				Florida	632,791	30,586		191,485	195,000	75,894	619,112	32.0		7,817	3,535				
30 Apr. '80	82.0		3.0	13.0	8	1	6	Florida and Alabama															
30 Apr. '80	59.9		5.0					Fla. Atlantic and Gulf Central															
30 Apr. '80	100.0	3.9	10.0	153.6				Pensacola and Georgia															
GEORGIA.																							
30 Jun. '80	86.7				18	6	88	Atlanta and West Point	1,200,079		145,554	1,232,200	35,500	56,575	1,346,632	86.7		391,477	68,880	3			
30 Dec. '80	92.6		8.7	70.9				Atlanta and Gulf—M. Trunk	1,032,200			733,700	129,500		1,032,200	92.6		168,988	95,612				
30 Apr. '80	43.6			23.7				Augusta and Savannah	755,000			151,887			755,000	31.0							
30 Nov. '80	191.0				49	31	501	Brunswick and Florida	4,472,000		1,849,923	4,666,800	786,000	183,940	6,088,960	729.0		1,734,749	359,214				
31 Mar. '80	171.0	71.0			40	25	407	Central of Georgia (and Bank)	4,156,000		1,999,361	4,156,000	836,000	241,932	7,175,281	242.0		1,130,142	246,356	6			
30 Nov. '80	102.5				19	16	171	Georgia (and Bank)	1,500,000			1,500,000		12,295	1,658,976	102.5	326,241	404,618	212,076	19			
31 July '80	50.0				7	2	107	Macon and Western	774,244	162,534		689,950	249,000		1,026,868	50.0		202,714	110,516	8			
1 May '80	68.1				3	4	33	Muscogee	1,386,634	62,374		1,275,901	10,200	180,621	1,473,140	71.6							
31 July '80	106.1	100.8	16.2		19	20	257	Savannah, Albany and Gulf	3,388,131	414,195	53,395	3,200,900	437,000	148,067	3,865,721	228.8	306,335	1,006,963	332,551	9			
30 Sep. '80	138.0				62	24	706	South Western	5,901,497			5,901,497			5,901,497	138.0		882,343	464,541				
ILLINOIS.																							
31 Dec. '80	280.0				72	34	1,321	Chicago and Alton	10,276,604		1,306,703	6,311,932	3,944,000	492,073	11,533,307	280.0	1,672,968	3,892,891	1,743,733	10	1374		
30 Apr. '80	317.0	83.0	47.0		119	55	2,438	Chicago and Burlington and Quincy	13,246,711	2,956,327	2,763,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,590	6,146,862	2,793,463	20	165		
31 May '80	491.0	661.4	30.0		249	133	5,556	Chicago and Northwestern	41,871,570		3,992,752	28,021,621	16,261,000	1,128,476	45,864,322	115.2		10,161,735	2,236,907		812		
31 Mar. '80	181.8	181.5			42.7	92	46	Chicago, Rock Isl. and Pacific	16,318,822		3,192,940	9,100,000	8,146,524	635,496	18,506,783	181.8	1,631,307	3,574,034	1,413,990	10	1094		
31 May '80	174.6	5.5	14.3		21	22	504	Great Western	4,039,561			1,648,561	2,390,000		4,214,342	100.0		742,097	377,476				
31 Dec. '80	154.5	252.5			150	94	5,776	Illinois Central	31,323,473		10,333,267	23,415,780	10,544,500		41,562,280	708.3	3,765,216	7,100,992	3,512,366	10	150		
31 Dec. '80	111.0				112	31	311	Toledo, Peoria & Warsaw	6,456,556	600,700		5,675,116	2,873,000	229,004	7,136,289	111.0	297,509	764,463	187,005				
31 Dec. '80	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,218,402			442		
INDIANA.																							
31 Aug. '80	132.0				41	23	765	Chicago and Great Eastern	2,312,344	283,255	125,587	1,142,334	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720		374		
31 Dec. '80	72.4				14	10	187	Evansville and Crawfordsville	1,607,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,993	158,541				
31 Dec. '80	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,699	1,689,900	1,362,284	140,689	3,468,108	110.0		448,858	230,834	9	234		
31 Dec. '80	64.0				15	—	—	Ind., Pittsburg and Cleveland	2,735,556		240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	807,832				
1 Dec. '80	78.0		11.0		15	14	201	Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,175,223	108.0	312,859	527,968	238,156				
31 Mar. '80	64.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347			819,900	640,000		1,538,768	132.0		315,172	117,941	6	100		
30 Nov. '80	78.0							Louisv. N. Albany & Chicago	6,000,000			2,900,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,402		86		
30 Nov. '80	78.0				26	23	562	Terre Haute and Indianapolis	1,988,150		991,131	1,988,150	5,000	162,285	2,979,281	73.5	448,						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Branch Lines.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.						
						Passenger.	Freight, etc.			Share Capital paid in.	Borrowed and Mortgage Debt.	Other Liabilities.	Gross.				Net.						
	M.	M.	M.	M.	No.	No.	No.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Borrowed and Mortgage Debt.	Other Liabilities.		M.	M.			P. c.			
MAINE.																							
30 Nov. '82	55.0				4	17	74	Androscoggin	1,050,000			151,833	444,638	205,584	757,381		79,761	45,461					
30 Jan. '86	149.0				41	17	849	Atlantic and St. Lawrence	7,644,089			2,494,900	2,471,560	1,995,970	7,962,330	149.0	878,873	1,116,113	177,873	45			
31 Dec. '89	98.0	9.6	8.0		12	11	120	Portland and Kennebec	3,000,000			1,000,000	2,000,000		3,000,000	100.2	809,481	612,118	177,423				
31 May, '85	99.7	9.6			18	16	283	Maine Central	4,212,201			87,091	1,447,050	2,733,900	120,597	4,301,457	100.2	171,568	489,592	219,302			
31 May, '87	61.3				14	4	167	Portland, Saco and Portsmouth	1,360,184			498,485	1,500,000		1,858,669	51.8	227,394	529,326	230,825	100			
MARYLAND.																							
30 Sep. '85	279.0	7.3			243	164	5,519	Baltimore and Ohio	21,450,551	3,621,755	19,010,717	16,161,962	9,756,011	1,090,221	43,083,124	296.8	3,798,323	10,096,706	4,437,983	10			
30 Sep. '85	30.0							Washington Branch	1,660,000			1,650,000			2,358,013	39.0	584,848	916,286	560,992	10			
31 Dec. '87	138.0	4.0	25.0		99	56	4,190	Northern Central	9,667,416	1,648,096	1,747,641	4,645,900	5,764,500	1,812,648	18,068,161	138.0	3,690,869	1,212,169	8				
MASSACHUSETTS.																							
30 Nov. '87	111.0	19.5	9.8	209.6	18	12	178	Boston, Hartford & Erie	19,242,051			14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	180			
30 Nov. '87	28.8	1.8	43.4		27	28	707	Boston and Lowell	2,470,264	183,346	545,047	1,891,500		944,500	74,008	3,195,944	71.0	326,871	978,068	234,804	8		
30 Nov. '87	74.8	8.8	64.7		42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974			5,052,301	14.8	858,737	1,603,167	481,471	10			
30 Nov. '87	47.0	7.0	45.0		31	47	412	Boston and Providence	3,152,600	207,400	399,367	3,360,000			3,759,367	61.9	443,621	1,066,147	277,308	10			
30 Nov. '87	44.6	24.0	66.6		40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000			6,144,615	68.6	783,666	1,942,500	781,421	10			
30 Nov. '87	46.0	1.1	2.7		7	12	111	Cape Cod Branch (par 60)	946,761	86,884	66,962	721,925			6,134	1,098,587	47.1	88,388	197,981	61,251	64		
30 Nov. '87	50.0	8.4	12.3		14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000			594	2,246,483	53.4	288,750	629,165	109,164	125		
30 Nov. '87	41.1	80.4	36.4		41	70	690	Eastern	4,616,276	622,334	415,090	5,838,300			1,770,400	663,200	6,316,900	94.6	863,222	1,447,046	546,630	8	
30 Nov. '87	61.0	42.5	76.9		31	33	607	Fitchburg	3,180,861	560,149	463,637	2,540,000			4,050,380	98.4	605,332	1,014,444	254,744	131			
30 Nov. '87	13.9		3.9		3	3	40	Fitchburg and Worcester	293,688	40,226		248,000	2,000	26,431	333,884	13.9	36,195	90,296	18,346	6			
30 Nov. '87	12.3		2.3		2	2	21	Lowell and Lawrence	382,884	30,274	5,345	200,000	73,000	2,160	398,568	12.3	351,529	440,241	74,679	10			
30 Nov. '87	14.5				12	13	332	Nashua and Lowell	678,919	96,684	81,122	720,000			855,725	74.4	75,756	182,954	43,061	8			
30 Nov. '87	20.1		1.6		6	12	81	New Bedford and Taunton	462,582	47,018	5,476	500,000	174,000		674,000	21.0	826,061	1,381,065	336,510	97			
30 Nov. '87	180.4	10.5	52.5		34	69	387	Old Colony and Newport	6,214,824	596,905	906,677	4,848,230	2,870,000	128,000	7,618,500	141.0	826,061	1,381,065	336,510	97			
30 Nov. '87	18.6		1.4		1	2	1	Pittsfield and North Adams	411,826	81,862		450,000			450,000	18.6	60,080	108,894	27,782	6			
30 Nov. '87	43.4	1.0	10.0		19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000			1,821,429	44.4	321,555	702,946	150,429	124			
30 Nov. '87	16.9		1.7		8	3	198	Salem and Lowell	381,470	82,543	6,679	245,305	226,900		456	470,692	11.7	17,500	26,845	110			
30 Nov. '87	11.1	0.6	1.6		4	8	85	Taunton Branch	250,000		43,730	250,000			293,730	11.7	63,992	217,907	26,845	110			
30 Nov. '86	6.1			36.5				Troy and Greenfield				923,942	979,308			(Oper. by Troy and Boston.)							
30 Nov. '87	99.3	8.0	5.5		12	12	186	Vermont and Massachusetts	2,250,086	207,343	93,908	2,550,000	550,314	2,927	3,560,397	77.3	199,126	461,424	62,594	14			
30 Nov. '87	156.1	17.6	184.2		103	63	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,022	7,126,100	5,764,620	69,906	17,811,983	173.6	1,840,291	4,086,707	1,249,296	10			
30 Nov. '87	45.7		10.0		11	15	226	Worcester & Nashua	1,382,587	169,613	126,626	1,622,200			1,648,826	45.7	280,847	449,888	151,360	117			
NEW HAMPSHIRE.																							
31 Mar. '87	93.5		6.2		14	10	322	Boston, Concord and Montreal	2,850,000			431,345	1,799,000	1,050,000	20,974	3,281,345	93.5		467,714	147,122	80		
30 Nov. '87	83.8		8.0		22	16	271	Cheshire	2,689,307			280,780	2,085,925	672,300		2,970,887	63.6	433,650	688,000	128,402	3		
31 Mar. '87	84.5				28	26	470	Concord (par 50)	1,500,000			748,924	1,600,000			1,748,868	84.5	600,924	941,321	146,888	72		
31 Mar. '87	26.9		2.5		2			Manchester & Lawrence	826,000	175,000			1,000,000			1,000,000	26.9			97,925	135		
31 Mar. '87	19.3		1.0					Manchester and Northworcester	600,000				200,000			600,000	19.3			48,817			
31 Mar. '87	99.2	13.0	12.5		24	23	485	Northern New Hampshire	3,068,400		605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,640	681,301	242,098	116			
NEW JERSEY.																							
31 Dec. '87	64.2		8.9		20	18	787	Belvidere Delaware	3,673,040			996,250	2,245,000	542,668	2,783,917	79.2	263,040	596,278	168,185				
31 Dec. '87	61.2	41.6	8.0		74	96	201	Camden and Amboy	10,099,001			4,381,251	7,987,413	10,182,137		18,169,550	124.2	3,508,511	781,801	10			
31 Dec. '87	60.2		4.7		8	28	93	Camden and Atlantic	2,137,423				1,163,043	1,034,380		2,295,294	60.2		325,497	147,928			
31 Dec. '87	75.0		98.0		71	67	1,122	Central of New Jersey	8,160,648	2,075,498	5,497,127	13,768,000	1,500,000	1,649,938	16,918,603	75.0	1,549,446	3,350,396	1,472,376	121			
31 Dec. '87	81.5	6.2	61.0		42	48	692	Morris and Essex	7,955,596	2,498,012	1,018,617	5,616,350	6,247,487	1,618,438	11,477,226	87.7	827,828	1,382,840	104,541	34			
31 Dec. '87	34.8		33.8		37	70	211	New Jersey	4,077,403	868,314	3,024,434	6,000,000	1,262,614	5,697,627	7,560,241	33.8	671,201	1,895,393	484,160	133			
31 Dec. '87	21.2		3.0		5	13	39	Northern New Jersey	495,044				159,100	300,000		495,044	21.2			48,450			
31 Dec. '87	66.0	16.0	7.9					Raritan and Delaware Bay	4,098,592			2,530,700	1,664,500	1,068,867	2,592,067	66.0				65			
31 Dec. '87	18.2							Warren	2,000,000		59,050	1,647,650	611,400		2,659,050	18.2		458,006	155,926	91			
31 Dec. '87	87.5		3.9		7	15	133	West Jersey	1,289,172		517,356	804,150	1,018,800		1,822,150	87.5		278,639	119,287	14			
NEW YORK.																							
30 Sep. '87	117.0		9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774,824	2,486,000	239,767	5,465,947	108.0	287,170	484,228	220,215				
30 Sep. '87	36.7				6	3	23	Buffalo, Corry and Pittsburgh	1,119,074		139,078	369,640	600,000	299,512	1,258,152	43.2	90,793	49,159	28,860				
30 Sep. '87	142.0		13.0		28	32	441	Buffalo, New York and Erie	3,368,085			966,000	2,380,000		Leased to Erie Railroad Co.			283,100		7			
30 Sep. '87	88.3		35.0		34	44	853	Buffalo and Erie	5,102,933				1,000,000		6,000,000	88.3	901,351	2,362,200	576,842				
31 Dec. '87	460.0	97.0	378.0		871	190	3,827	Erie	49,247,770		5,071,492	25,111,210	22,429,927	3,524,513	51,319,292	78.0	4,658,579	13,662,141	2,662,141	68			
30 Sep. '87	140.0		156.6		422	122	1,032	Hudson River	11,486,415	6,018,602		9,981,500	6,185,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	138			
30 Sep. '87	70.0	20.0		5.0	24	46	166	Long Island	3,646,820	560,000		2,000,000	2,000,000		3,206,820	70.0	966,439	695,016	449,189	45			
30 Sep. '87	297.8	296.0	482.0		289	296	610	New															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running date (—) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Rate of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.															P. c.		
PENNSYLVANIA.																							
31 Jan. '86	44.0			158.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,376,342	44.0	134,201	856,277	123,892		18		
31 Oct. '87	387.3	39.2	85.7		156	98	3,422	Atlantic and Great Western	58,812,853		26,136	27,798,923	29,960,900	1,049,166	68,838,980	555.7		6,195,266	1,620,329				
31 Oct. '87	95.0	2.5	5.0		21	9	280	Catawissa	3,634,000			3,359,500	262,500		3,634,000	67.5	236,991	502,918	443,361	10			
31 Oct. '87	72.0		8.6		16	14	222	Cumberland Valley	1,691,037			1,316,900	356,100		1,691,037	74.0	236,078	534,295	94,147	8			
31 Oct. '87	113.0		92.0		98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,761	4,517,820	13,336,020	3,306,000	708,206	17,402,226	204.5	2,034,524	2,612,979	loss.	10			
31 Oct. '87	36.0		7.8		11	6	120	East Pennsylvania	1,551,539	310,125		654,900			1,861,664	36.0	221,129	538,531	259,999				
31 Oct. '87	78.0		12.0					Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	256,376	396,149	4,285	5			
31 Oct. '87	31.0		2.0		19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,500		2,917,998	100.6	368,004	640,768	202,865	31			
31 Oct. '87	36.0	15.0	33.0					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	less ed Penn.			133,284	7			
31 Oct. '87	44.0	14.8			16	4	60	Huntingdon and Broad Top	2,192,314			685,130	1,656,245		2,341,376	68.8	149,189	186,451	62,342	65			
31 Oct. '87	80.0		13.5		21	61	1,278	Lackawanna and Bloomsburg	3,231,358	521,772		1,335,000	2,273,295	68,880	3,763,130	80.0	608,071	790,808	233,345				
31 Oct. '87	91.0	46.8	16.0		33	8	1,850	Lehigh and Susquehanna	9,469,625	1,747,141	5,523,319	9,739,800	7,990,285		16,730,085		91,140	634,154	133,776	8			
31 Oct. '87	107.0	60.2	148.5		90	18	3,706	Lehigh Valley	11,459,652	3,407,490		10,731,400	1,437,000	866,111	14,367,142	161.2	1,224,375	3,580,764	1,272,069	10			
31 Oct. '87	28.2	3.0	24.7					Little Schuylkill	1,466,662		2,047,438	2,646,100	869,000		3,514,100	oper. by Reading R.R.			302,048	44			
31 Oct. '87	93.3		51.9					Mine Hill and Schuylk. Haven	3,775,000			3,775,000			3,775,000				302,048	8			
31 Oct. '87	56.0	11.9	16.0		25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154		9,992,287	66.9	343,012	898,574	361,004	5			
31 Oct. '87	354.9	36.4	490.4		428	213	8,422	Pennsylvania	29,115,089		5,834,056	21,046,750	18,311,840	501,555	34,949,145	661.1	7,740,290	16,340,156	1,511,521	11			
31 Oct. '87	17.0	3.0	4.7		20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,555,550	116,100		1,866,993	24.2	315,164	634,717	298,315	10			
31 Oct. '87	287.5		70.4		90	38	1,452	Phila. and (Sunbury) Erie	17,469,165		1,545,704	5,996,700	13,009,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	26			
31 Oct. '87	147.0	20.2	265.6		268	79	7,094	Philadelphia and Reading	10,410,393	7,907,514	3,099,019	23,554,101	6,580,325		30,416,926	474.8	3,677,457	9,108,496	2,493,542	10			
31 Oct. '87	26.5		32.2					Philadelphia and Trenton	1,378,697		287,418	1,099,120	200,000		1,666,116	33.3		863,706	299,326	10			
31 Oct. '87	96.0	3.8	106.0		45	78	988	Phila., Wilmington and Balt.	10,369,300			1,326,000	1,326,000		10,884,300	96.8	876,241	2,432,531	890,730	9			
31 Oct. '87	58.4		17.4		13	13	74	Pittsburg and Connelville	2,261,908	266,158	902,926	1,776,129	1,500,000		3,420,992	70.9	339,804	608,596	270,419				
31 Oct. '87	468.3	61.0	130.0		199	96	2,935	Pittsburg, Ft. Wayne & Chicago	25,118,927			11,497,402	12,564,500	83,778	25,118,927	544.2	6,118,501	7,738,808	2,382,623	10			
31 Oct. '87	28.0		6.0					Shamokin Valley & Pottsville	1,569,450			869,450	700,000		1,569,450	28.0	154,003	280,452	107,811	54			
31 Oct. '87	26.4		4.5		10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	133,966	890,602	35.4	167,552	875,650	189,705	18			
31 Oct. '87	42.4	21.3	12.8					Western Pennsylvania	2,876,330		49,660	822,450	1,233,600	630,919	2,925,990	operated by Penn.							
31 Oct. '87	30.6		4.9		9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	202,569	133,671	8			
RHODE ISLAND.																							
31 Aug. '87	62.0		5.1		16	17	133	N. Y., Providence and Boston	2,568,000		352,175	2,000,000	600,000		2,920,175	62.0	255,491	436,140	111,835	92			
SOUTH CAROLINA.																							
31 Dec. '88	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9		283,263	161,536	6			
31 Dec. '88	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,585,000	109.6		341,100	125,871				
1 Jan. '89	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,546	1,674,554	164.5		341,100	125,871				
28 Feb. '87	102.0				11	8	105	North-Eastern	2,149,131		51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,776	66,687				
31 Dec. '88	136.0	106.0			47	24	243	South Carolina	8,511,957		549,110	5,819,292	8,534,798	447,491	9,837,775	242.0		1,312,738	387,232				
TENNESSEE.																							
30 Sep. '80	47.6				17	11	200	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
30 June '86	30.0		1.8		15	8	185	East Tennessee and Georgia	3,399,984		824,263	657,700	2,175,500	541,853	4,224,347	130.3	139,332	331,871	164,014				
30 June '87	140.0				56	50	50	East Tennessee and Virginia	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,431,517	291.0	786,831	1,661,612	71,490				
1859	271.6	19.0	20.0		3.9	9	5	242	Memphis and Charleston	2,256,287	141,144		570,000	1,361,000	145,000								
1859	100.0		55.8		12	7	92	Memphis and Ohio	2,000,000	100,500		298,721	740,000										
30 Sep. '86	99.2				12	7	92	Memphis, Clarksv. & Louisv.	3,015,107			825,399	1,069,600	962,039	3,016,107	99.2		367,252	173,729				
1859	47.4		2.8		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666				
1859	34.2				12	2	81	McMinville and Manchester	533,807	56,516		144,894	406,000	5,000		34.2	30,005	22,808	13,892				
30 Nov. '80	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000		169.0		784,118	337,284	6				
1859					5	5	32	Nashville and North-western	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,958	87,243				
1859	45.8		4.2	11.7	5	5	32	Tennessee and Alabama				216,962	413,000	408,477		30.0		1,248					
TEXAS (all aided by State).																							
— '88	32.0			159.0				Buffalo Bayou, Braz. & Col'do								32.0							
— '88	50.0			184.0				Galveston, Houston & Henderson								50.0							
— '88	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		60.0	31,300	32,870					
1 May '80	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,945			455,000	975,000	569,000		70.0	102,200	182,846	196,568				
— '80	25.0			110.0				San Antonio & Mexican Gulf								25.0							
VERMONT.																							
31 May '87	110.3		6.6		11	10	328	Connect. & Passumpsic Rivers	3,071,687		100,124	1,961,800	573,800	521,102	3,171,511	110.3	171,490	495,706	184,652				
31 Aug. '88	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,238,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163				
31 Aug. '88	62.6	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,633		1,097,000			1,206,633	62.6	136,761	185,474	67,796				
31 May, '86	117.0	20.0	26.0		54	49	1,083	Vermont Central	8,492,058			5,000,000	3,500,000		8,500,000	184.5	1,030,304	1,477,782	334,326	13			
31 May, '86	47.0	18.5	5.3					Vermont and Canada	2,250,000			2,140,000			2,250,000	oper. by Vt. Central		180,000	180,000	8	161		
30 Jun. '86	28.6		0.9		4	6	39	Vermont Valley	1,212,274			516,164	793,200		12								

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & St. West'n, O. D. (pref.)	1,919,000	7	7	70
Atlantic & St. Lawrence (guarant'd).	2,494,900	8	8	70
Baltimore and Ohio, (pref.)	3,000,000	7	7	70
Berkshire (guaranteed)	800,000	7	7	70
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	70
Camden & Atlantic (preferred)	620,800	7	7	70
Catawissa (preferred)	1,150,000	7	7	70
Chemung (guaranteed)	880,000	7	7	70
Cayuga & Susquehanna (guarant.)	343,500	7	7	70
Chesapeake (preferred)	2,017,825	7	7	70
Chicago & Alton (preferred)	2,426,400	7	7	70
Chicago & Northwestern (pref.)	14,789,125	7	7	70
Coecho (preferred)	177,750	8	8	70
Or. & Passumpsic Rivers, (pref.)	1,973,500	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	70
(2d preferred)	243,000	8	8	70
Detroit & Milwaukee (preferred)	1,500,000	7	7	70
Dubuque & Sioux City (preferred)	1,988,171	7	7	70
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	70
Elmira & Williamsport (preferred)	500,000	7	7	70
Erie (preferred)	3,536,910	7	7	70
Hannibal & St. Joseph (preferred)	5,253,866	7	7	70
Harrisburg & Lancaster (guar.)	1,182,100	7	7	70
Housatonic (preferred)	1,180,000	8	8	70
Indianapolis & Madison (pref.)	407,900	8	8	70
Kennebec & Portland (preferred)	372,000	6	6	70
Lackawanna & Bloomsburg (pref.)	500,000	7	7	70
Marietta & Cincinnati (1st pref.)	6,556,125	7	3	29
(2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	70
MIL. & Prairie du Chien (1st pref.)	3,204,296	8	8	108
(2d pref.)	841,400	7	7	99
Milwaukee & St. Paul (preferred)	7,370,900	7	7	83
New Haven & Northampton (guar.)	1,010,000	4	4	70
New York & Harlem (preferred)	1,500,000	8	8	124
Ningara Br. & Canandaigua (guar.)	1,000,000	6	6	70
Patterson & Hudson (guaranteed)	630,000	8	8	70
Patterson & Ramapo (guaranteed)	248,000	5	5	70
Peoria & Bureau Valley (guar.)	1,200,000	6	6	70
Philadelphia & Reading (pref.)	1,551,800	7	7	70
Philadelphia & Trenton (guar.)	1,000,000	10	10	70
Pittsfield & North Adams (guar.)	460,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	70
Rutland & Burlington (preferred)	382,700	8	8	70
(pref.)	608,176	6	6	70
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	7	70
(2d pref.)	908,400	7	7	70
Troy & Greenbush (guaranteed)	274,400	6	6	45
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,408,300	7	7	70
White Mountains (guaranteed)	200,000	8	8	70
Wrightsv. Y. & Gettysburg	317,050	2	2	70

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	\$2,667,343	6 J. & J.	1886	92
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	100
sterling	4,375,000	6	1890	100
Preferred Bonds	1,700,000	6	1880	30
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	82
Delaware & Hudson:				
Mortgage	641,000	6 M. & S.	1870	110
Delaware & Haritan:				
See Camden & Amb.R.R.				
Erie and Penna.:				
Bonds	673,799	7 J. & J.	1865	100
Interest Certificates	161,980	6	1868	100
Lehigh Navigation:				
1st Mortgage	414,158	6 Qtrly.	1870	100
Six per cent. Loan	5,434,361	6	1884	82
Monongahela Navigation:				
1st Mortgage	128,000	6 J. & J.	1903	100
2d Mortgage	57,000	6	1866	100
Morris:				
1st Mortgage	496,500	6 A. & O.	1876	97
2d Mortgage	319,750	6	83	100
Boat Loan	267,010	6	80	100
North Branch:				
1st Mortgage	590,000	6 M. & N.	1876	65
Schuylkill Navigation:				
1st Mortgage	1,764,560	6 M. & S.	1872	85
2d Mortgage	3,280,670	6 J. & J.	1882	70
Improvement	1,601,670	6 M. & N.	1876	80
Susquehanna & Tide Water:				
Maryland Sterling Loan	816,000	6 J. & J.	1868	100
Md. stg. loan converted	200,376	6	1866	100
Mortgage bonds	993,000	6	1878	64
Preferred Interest b'ds.	227,569	6	1878	100
Union, (Pa.)				
1st Mortgage	3,000,000	6 M. & N.	1883	12
West Branch & Susqua:				
1st Mortgage, s'g fund	460,500	6 J. & J.	1878	60
Wyoming Valley:				
1st Mortgage	600,000	6 J. & J.	1878	73

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,593	38	100
Chesapeake and Ohio	100	8,228,595	38	100
Delaware Division	100	1,633,350	51	100
Delaware and Hudson	100	10,000,000	10	130
Delaware and Haritan	100	2,298,400	10	130
Erie of Pennsylvania	50	64,000	10	100
Illinois and Michigan	100	2,988,146	10	11
Lehigh Navigation	50	728,800	3	11
Monongahela Navigation	100	1,025,000	19	35
Morris, (consolidated)	100	1,175,000	10	74
(pref.)	100	1,175,000	10	74
North Branch	100	1,175,000	10	74
Sault Ste Marie	100	1,175,000	10	74
Schuylkill Navigation (consolid.)	50	1,908,207	11	11
(pref.)	50	2,888,988	21	11
Susquehanna and Tide Water	50	2,048,260	16	16
Union	50	2,787,000	1	1
Union (preferred)	50	2,787,000	1	1
West Branch and Susquehanna	100	1,100,000	6	80
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished Sheet, 8 cents per lb.	
Pig, Scotch, No. 1	per ton 42 @ 45
Pig, American, No. 1	40 @ 41
Pig, American, No. 2	38 @ 38
Bar, Refined, English and American	81 @ 87 50
Bar, Swedes, assorted sizes	(gold) 87 50 @ 90
STORE PRICES.	
Bar, Swedes, ordinary sizes	@ 150
Bar, English and American, Refined	@ 95
Bar, English and American, Common	@ 85
Scroll	125 @ 170
Ovals and Half-round	120 @ 150
Band	125 @ 150
Horse Shoe	125 @ 150
Rods, 1 to 3-16 inch	100 @ 160
Hoop	138 @ 185
Nail Rod	per lb. 9 @ 10
Sheet, Russia, Med. No's	174 @ 14
Sheet, Single, D. and T. Common	5 @ 7
Rails, English	(gold) per ton 51 50 @ 52
Rails, American (at work)	79 @ 80
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast, (2d and 1st qty.)	per lb. 18 @ 23
English Spring (2d and 1st qty.)	10 @ 12
English Blister (2d and 1st qty.)	114 @ 20
English Machinery	134 @ 16
English German, (2d and 1st qty.)	14 @ 16
American Blister, "Black Diamond"	104 @ 16
American Cast, Tool	do. 19 @ 19
American, Spring	do. 10 @ 13
American Machinery	do. 10 @ 13
American German	do. 10 @ 13
COPPER.—Duty: Pig, Bar and Ingot 24; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 8 cents per lb.	
Sheathing, New	per lb. 33 @ 33
Boils	33 @ 42
Braziers	33 @ 42
Sheathing, &c., Old	18 @ 20
Sheathing, Yellow Metal	26 @ 26
Boils, Yellow Metal	26 @ 26
American Ingot	23 @ 24
LEAD.—Duty: Pig, 2 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 24 cents per lb.	
Galena	per 100 lb. 6 @ 6
Spanish	(gold) 6 25 @ 6 40
German Refined	(gold) 6 30 @ 6 50
English	(gold) 6 30 @ 6 57
Bar	(net) 10 @ 12
Pipe and Sheet	(net) 12 @ 12
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca	(gold) per lb. 26 @ 27
Straits	(gold) 24 @ 24
English	(gold) 24 @ 24
Plates, I.C. Charcoal, p. box	8 37 @ 8 50
Plates, I. C. Coke	6 87 @ 7 50
Plates, Coke Terne	@ 9 25 @ 9 50
Plates, Charcoal Terne	7 87 @ 8 12
PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	17 @ 17
Crude, 40 @ 47 gravity (in shipping order)	@ 23
Refined, free, S. W.	@ 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	32 @ 32
Refined, in bond, Standard White	@ 34
Refined, in bond, prime White	35 @ 35
Naptha, Refined, (60 @ 63 gravity)	18 @ 20
Residuum	per bbl. @ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.
Thurs. F. 24 Sat. 25. M. 27. Tu. 28. W. 29.

Atlantic M. S. S. Co.	17	17	18		
Boston, Hartford & Erie 16½	17	17	18		
California 7s	47	47	47	47	48
Canton Co.	190	120	121		121
Central of N. Jersey	133	133	137	137	138
Chicago & Alton	133	139	137	137	138
" pref.		139	137	137	
" 1 M.			137		
" S. F.			137		
" Inc'ds					
Chicago, Burl. & Q.		165			
" S. p.c.					
Chl. & Gt. Eastern 1st m 79			79	79	79
Chl. & Northwest 84		83	83	83	81
" pref.		83	83	82	82
" 1st M.					
" 2d M.		77			
" S. F.					
" Consol.	94		94		
Chicago & Rock Isl.	107	107	107	108	108
" 1st M. 70					
Chl. R. I. & Pa. 7s 1896	94		93	93	94
C. O. C. and Ind.		88	88		
Clev. and Pittsburg	88	88	89	88	89
" 2 M.					
" 3 M.					
" 4 M.		77			
" con.					
Clev. and Toledo	103	102	103		102
" S. F. 7 p.c.					101
Clev. Painesv. & Ash			99		
Cumberland Coal pref.					
Del. & Hudson Canal	130	131	131	131	131
Del., Lack. & West.					
" 1 M. S. p.c. 71-5					
" 2 M. S. p.c. 81					
Erie	68		68	68	68
" pref.					
" 1 M. 7 p.c. 67					75
" 2 M. 7 p.c. 79	103		92		104
" 3 M. 7 p.c. 83					
" 4 M. 7 p.c. 80		93			
" 5 M. 7 p.c. 88					
Great Western 2d mort.		77	78	78	78
Hudson River			138	138	
" 1 M. 7 p.c. 69					
" 2 M. S. F.					
" 3 M. 7 p.c. 75 100					
Illinois Central	151	151		150	150
" bonds	120				
Marietta & Cin. 1st pref.					
" 2d					
Marietta Mining Co.		9			
" pref.					
Michigan Central	118		116		119
" S. F. 8 p.c. 82					
" conv. S. p.c. 69					
M. S. and N. I.	92	92	92	92	92
" 1 M. S. F.	101		101	101	
" 2 M.				96	
" 1st pref.	106		106		
" 2d pref.			99		
" 1st M.					
Milw. and St. Paul	75	75	76	76	74
" pref.	84	83	83	84	82
" 1st mort.		92		92	
" 2d mort.	89				80
Missouri 6s	91	91	91	91	91
" iss. to H. & St. J. R.		91	91		
" Pacific					
Morris and Essex		100			
" 1st mort.					
" 2d mort.					93
N. Jersey R.R. & T. Co.	128			145	
New York Central	134	133	134	134	135
" 7s. S. F. 76					135
" 7s. conv. 76					
" 6s. S. F. 83			97	97	96
" 6s. S. F. 87					
N. York & Harlem					
" pref.	124				
" 1 M. 7 p.c. 73				103	
N. Y. and N. Haven					
N. Carolina 6s ex-coup.	73	72	72	72	72
" new	73	72	72	71	72
Ohio & Miss.	30	30	30	30	
" pref.			78		
" 1st m.			96		96
Pacific Mail S.S. Co.	100	99		100	100
Panama		330			
Phila. and Reading	95	94	95	95	95
Pitts. Ft. W. & Chicago	110	109	110	110	110
" 1 M.			104		
" 2 M.				97	
" 3 M. 91				92	
Quicksilver Mining Co.				22	
St. L. Alton & T. H.	45			44	
" pref.		67			
" 1 M.			94		
" 2 M. pref.			88		87
" Inc'ds				81	81
Tennessee 6s. ex-coup.	60	60	68	66	68
" new	65	60	60	60	68
Tol. Wab. & Western	54	54	54	53	51
" pref.	73	73	73	73	
" 1 M. ex.					
" 2 M.	83	83		88	85
" Inc'ds					
Virginia 6s. ex-coupon.		54		56	
" new	55	55	54	53	54

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

Th.23.F.24.Sat.25.M.27.Tu.28.W.29

FEDERAL BONDS:				
U. S. 5s, 1871, reg.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1871, coup.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1874, reg.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1874, coup.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 10-40s, coup.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 10-40s, reg.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, reg.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, coup.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, "O.W.Ly."	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, "47"	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1888, reg.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1888, coup.	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, reg. '62.110	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, c. '62.114	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, reg. '64	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, c. '64	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, reg. '65	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, c. '65.112	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, c. n. '65.109	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, reg. '67	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, c. '67.109	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, reg. '68	109 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 6-20s, c. '68	109 1/2	108 1/2	108 1/2	108 1/2
7.30 Notes, 2d series	109 1/2	108 1/2	108 1/2	108 1/2
7.30 Notes, 3d series	109 1/2	108 1/2	108 1/2	108 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 28.

W.22 Th.23.F.24.Sat.25.M.27.Tu.28

Ontawissa				
" preferred	32 1/2	32 1/2	32 1/2	32 1/2
Camden & Amboy				
" 6s, '70	97 1/2	97 1/2	97 1/2	97 1/2
" 6s, '75	88	87	87	87
" 6s, '83	88	87	87	87
" 6s, '89	88	87	87	87
" mort. 6s, '89	96 1/2	96 1/2	96 1/2	96 1/2
Elmira & Wmport				
" pref.	7 1/2	7 1/2	7 1/2	7 1/2
Lehigh Navigation				
" 6s, '84	82 1/2	82 1/2	82 1/2	82 1/2
" Gold L.	88	88 1/2	88 1/2	88 1/2
Lehigh Valley R. R.				
" 6s	64 1/2	64 1/2	64 1/2	64 1/2
Little Schuylkill R. R.				
" 7s	44	44	44	44
Minehill				
" 6s	56 1/2	56 1/2	56 1/2	56 1/2
Morris Canal				
" pref.	76	76	76	76
" 6s, '75	90	90 1/2	90 1/2	90 1/2
North Pennsylvania				
" 10s	90	90 1/2	90 1/2	90 1/2
Northern Central				
" 4s	49 1/2	49 1/2	49 1/2	49 1/2
Pennsylvania R. R.				
" 1st m.	100	100	100	100
" 2d m.	100	100	100	100
Penn. State, 6s 1st series				
" 6s, 2d series 107	100	100	100	100
" 6s, 3d series	100	100	100	100
" 6s, W. L.	100	100	100	100
Philadelphia City, 6s				
" new 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Philad. Germ. & Nor.				
" 4s	68	68	68	68
Phila. & Reading				
" 6s, '70	104	104	104	104
Philadelphia & Erie				
" 6s, '91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Schuylkill Navigation				
" pref.	21 1/2	21 1/2	21 1/2	21 1/2
" 6s, '82	85 1/2	85 1/2	85 1/2	85 1/2
" 6s, '76	85 1/2	85 1/2	85 1/2	85 1/2
" 6s, '72	85 1/2	85 1/2	85 1/2	85 1/2
Susq. Canal				
" 6s, '75	59	59	59	59
Union Canal, pref.				
" 6s, '83	70	70	70	70
Wyoming Valley Canal				
" bonds	10 1/2	10 1/2	10 1/2	10 1/2
Hestonville, (Horse)				
" 4s	31 1/2	31 1/2	31 1/2	31 1/2
Green & Coates				
" 2d and 3d streets	50 1/2	50 1/2	50 1/2	50 1/2
Spruce & Fine				
" 4s	50 1/2	50 1/2	50 1/2	50 1/2

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 28.

W.22 Th.23.F.24.Sat.25.M.27.Tu.28

Baltimore City 6s, 1875				
" 98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
" 1886	97 1/2	97 1/2	97 1/2	97 1/2
" 1890	97 1/2	97 1/2	97 1/2	97 1/2
" 1893	97 1/2	97 1/2	97 1/2	97 1/2
Balt. and Ohio				
" b'ds '75	123 1/2	123 1/2	123 1/2	123 1/2
" 1880	96	96	96	96
" 1885	97	97	97	97
Marietta & Cin. 1st m.				
" 2d m.	78 1/2	78 1/2	78 1/2	78 1/2
Northern Central				
" b'ds, 1886	84	84	84	84
" 1900	82 1/2	82 1/2	82 1/2	82 1/2
N. W. Va. 1st mort.				
" 2d mort.	84	84	84	84
" 3d mort.	84	84	84	84
City Passenger R. R.				
" 4s	84	84	84	84

Boston Stock Exchange.

Actual Sale Prices for the week ending July 29.

Th.23.F.24.Sat.25.M.27.Tu.28.W.29

Boston and Albany				
" 146 1/2	146 1/2	146 1/2	146 1/2	146 1/2
Boston and Lowell				
" 137	137	137	137	137
Boston and Maine				
" 138 1/2	138 1/2	138 1/2	138 1/2	138 1/2
Boston and Providence				
" 17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Boston, Hartford & Erie				
" 70	70	70	70	70
Oheashire, pref.				
" 70	70	70	70	70
Concord				
" 121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
Connecticut River				
" 131	131	131	131	131
Eastern				
" 117	117	117	117	117
Fitchburg				
" 118	118	118	118	118
Manchester & Law're				
" 67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Michigan Central				
" 98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Northern, N. H.				
" 67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Ogdens & Lake Champ				
" 97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Old Colony & Newport				
" 56	56	56	56	56
Ph. Wil. & Baltimore				
" 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Port'd, Saco & Ports				
" 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Vermont & Canada				
" 60	60	60	60	60
Vermont & Mass.				
" 60	60	60	60	60
Broadway (Horse)				
" 60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Cambridge				
" 60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Metropolitan				
" 55	55	55	55	55
Middlesex				
" 22	22	22	22	22
Central Mining Co.				
" 14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Copper Falls				
" 14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Franklin				
" 90	90	90	90	90
Huron				
" 90	90	90	90	90
Isle Royale				
" 90	90	90	90	90
National				
" 8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Minnesota				
" 8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Pewabic				
" 23	23	23	23	23
Pittsburg				
" 23	23	23	23	23
Quincy				
" 23	23	23	23	23
Rockland				
" 23	23	23	23	23

London Stock Exchange.

The following were the closing prices for American Securities July 10th, and 17th:

		Closing Prices	
		July 17.	June 10.
United States, 5-20s, 6 per cent 1882		72 1/2 @ 72 1/2	73 @ 73 1/2
Do. do. 6 do. 1884		70 @ 72 1/2	71 @ 73
Do. do. 6 do. 1885		71 1/2 @ 71 1/2	71 1/2 @ 72 1/2
Do. do. 6 do. 1888		87 @ 89	87 @ 89
Virginia State, 5 per cent		52 @ 56	52 @ 56
Do. 6 per cent		54 @ 56	54 @ 56
Atl. & Gt. Western, N. Y. sec. 1st		63 @ 68	63 @ 68
mort., 1880, 7 per cent		57 @ 62	57 @ 62
Do. do., 2d mort., 1881		63 @ 68	63 @ 68
Do. Penn., 1st mort., 1877		57 @ 62	57 @ 62
Do. do., 2d mort., 1882		57 @ 62	57 @ 62
Do. consol. mort. bonds, 1890		35 @ 36	35 @ 36
Detroit and Mil. 1st mort. 7 p. c. 1884		60 @ 62	60 @ 62
Erie shares, \$100 (all paid)		43 1/2 @ 44 1/2	46 1/2 @ 47 1/2
Do. steril. 6 p. c. conv. bonds		74 @ 76	74 @ 76
Illinois Central, 6 p. c., 1875		90 @ 95	90 @ 95
Do. \$100 shares (all paid)		94 @ 95	101 1/2 @ 102 1/2
Do. 7 p. c., 1875		78 @ 82	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.		71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.		105 @ 107	105 @ 107
Penn. R. R. bonds, 2d mort. con. 6 p. c. 94		94 @ 96	94 @ 96

American Railroad Journal.

Saturday, August 1, 1868.

Stock Exchange and Money Market.

The ease in Money to which we referred in our last, has been undisturbed all through the week now under review. The accumulation of capital at this centre has been quite marked, particularly in private hands. The call

balance on the 1st inst., was over $5\frac{1}{2}$ millions below that on the 1st ult., which amounted to \$94,677,986.

The outstanding amount of coin certificates on the 1st of June, was \$20,298,180, against \$19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$303,000, and retired \$2,116,966 through the receipts for customs.

National Bank notes to the amount of \$90,680 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$308,982,616, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,138,624, leaving, with the existing 1,639 banks, (having an aggregate capital of \$411,649,451,) an actual circulation at this date, of \$299,843,992. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,323,400; and for the public deposits, \$38,047,950—making a total of \$379,371,350. The Treasury Department last week redeemed and destroyed \$425,611 of worn and mutilated fractional currency, and issued \$1,208,540 of new. The outstanding amount of fractional currency on the 1st of June was \$32,531,590, against \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868. From the official statement of the condition of the National Banks of the United States on the first Monday of July, 1868, it appears that the loans and discounts then stood at \$644,000,000, against \$588,000,000 at the same of last year; while the deposits (individual, United States, and those of disbursing officers) amount to \$595,000,000, against \$571,000,000, so that with an increase of \$24,000,000 in deposits, there is an augmentation of \$56,000,000 in loans. The amount of plain legal tenders and fractional currency on hand is \$100,000,000, against \$102,000,000 in 1867. The compound notes and three per cent. certificates combined amount to \$64,000,000, against \$75,000,000 of compounds last year; so that the total legal tenders now amount to \$164,000,000, against \$177,000,000 a year ago.

Government revenues have been on a moderate scale, since our last, in both forms of customs and excises. The excises, last week, yielded some $8\frac{1}{2}$ millions; customs at the port of New York, \$2,207,966, and at the outports about \$765,000 (in coin) more, making the grand total income for the week equal to about \$7,796,350 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$192,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$10,500,000.

The gold speculation has been quite brisk and buoyant, throughout the week. The operators for a rise have been unusually confident in their dealings. The demand has been mainly from investment buyers, who have been anticipating a further rise in the price, which has ranged from 143@144½, closing on Wednesday at 144½, against 143½ the preceding Wednesday. The export inquiry has been on a restricted scale, the free outward movement in U. S. Securities preventing anything like a heavy outflow of specie,

The past week's shipments were less than $1\frac{1}{2}$ millions. The exports thus far this week embraced \$280,000 on Tuesday, and \$187,368 on Wednesday. The customs call has been moderate, last week, it averaged \$368,000 a day, thus far this week, the daily average has been \$416,000. The aggregate exports of specie from the port of New York, thus far in the current calendar year of 1868, have been nearly 59 millions, against only about $37\frac{1}{4}$ millions same time in 1867, and $51\frac{1}{4}$ millions same time in 1866. This year's shipments, thus far, are up to an unprecedentedly large total, as compared with the same time in earlier years.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,157,500, against \$1,606,975 same time last year. The customs demand for Gold last week, averaged \$367,994 a day; thus far, this week, it has been equal to \$415,564 a day, or equal to a weekly aggregate of \$2,493,384. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$37,099 and from California, \$463,927. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was \$113,529,891, against \$122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been \$63,960,362, against \$68,721,811 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were \$36,726,790, against \$33,338,762 in the preceding fiscal year, showing a decrease of \$1,611,972 in 1867-'68. The receipts from the same source, since Jan. 1, 1868, have been \$24,282,402, against \$15,955,870, in 1867, showing an increase thus far in 1868, of \$8,326,532. The exports of specie, hence, year ending with July 1, 1868, were \$76,256,594, against \$41,866,932 same time in 1866-'7. The exports of specie from this port, last week, were \$1,463,249, against \$3,491,960 same week last year; total, since Jan. 1, 1868, \$58,972,565, against \$37,266,051 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$2,218,000; since Jan. 1, 1868, \$59,193,367, against \$38,671,329; and during the last fiscal year, ending with June 30, 1868, \$73,485,386, against \$54,218,392 in 1866-'7. The specie exports from San Francisco, from Jan. 1, to July 6, 1868, were \$20,861,187, against \$20,766,192 same time last year.

Government received \$4,028,521 from customs at the port of San Francisco, from Jan. 1, to July 6, against \$3,681,238 same time in the preceding year.

Foreign exchange has been in comparatively liberal supply, the offerings of bills drawn against shipments of U. S. Securities have been on a rather extensive scale. The demand has not been equal to the absorption of the available supply, and rates have been weak and irregular, closing slightly in favor of buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109½@110¼, and on Paris to 5.17½c.@5.12½; sight bills on London to 110½@110¾, and on Paris to 5.12½c.@5.10½. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods

from this port have been to the currency value of \$2,376,585, against \$2,848,536 same week last year; total, since Jan. 1, 1868, \$96,573,586, against \$110,919,727 in 1867; and grand total, during the fiscal year ending July 1, 1868, \$179,784,280, against \$195,544,905 in 1866-'67.

Government securities have been in fair investment, speculative, and export demand, during the week, at rather firmer prices, all through the list. The main call has been for the older issues of the six per cent. coin bearing bonds, which have been run upon by foreign purchasers, as well as by local speculative operators. The buoyancy in gold has tended to stimulate dealings in the funded obligations of the republic. It has been estimated that the sustained price of gold at over 140 per cent., gives about $8\frac{1}{2}$ per cent. on the par of all the 5-20s, or equal to seven per cent. on the new January and July issues at 120, and the same on the old May and November issues, with two months' additional gold interest accumulated, at 122 per cent. That these figures are from 8 to 10 per cent. above the present market, does not, and cannot, while gold keeps at or above 140, impair the correctness of the calculation.

U. S. sixes of 1881 closed here on Wednesday at $115\frac{1}{2}$ @ $115\frac{3}{8}$; U. S. Five-twenties of 1862, $114\frac{1}{2}$ @ $114\frac{3}{8}$; U. S. Five-twenties of 1864 at $111\frac{3}{8}$ @ $111\frac{1}{2}$; U. S. Five-twenties of 1865 at $112\frac{1}{2}$ @ $112\frac{3}{8}$; U. S. Five-twenties of 1865, consolidated, $109\frac{1}{2}$ @ $109\frac{3}{4}$; U. S. Five-twenties of 1867, $109\frac{3}{8}$ @ $109\frac{1}{2}$; U. S. Five-twenties of 1868, $109\frac{3}{8}$ @ $109\frac{1}{2}$; U. S. Ten-forties at $108\frac{3}{8}$ @ $108\frac{1}{2}$, and U. S. Seven-thirties at $108\frac{3}{8}$ @ 109 ; U. S. Six per cent. currency bonds, $102\frac{3}{8}$ @ 103 . The brokers are buying the compound interest notes at the following rates, and selling at an advance of $\frac{1}{8}$ @ $\frac{1}{4}$ of 1 per cent. on these figures:

August, 1865.... $118\frac{3}{4}$ | October, 1865.... $117\frac{3}{4}$
September, 1865.... $118\frac{3}{4}$
U. S. three per cent. certificates $100\frac{1}{4}$

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 15.	July 22.	July 29.
Consols.....	$94\frac{3}{4}$	$94\frac{3}{4}$	$94\frac{1}{2}$
U. S. 5-20's of 1862...	$72\frac{3}{8}$	$72\frac{3}{8}$	$72\frac{1}{2}$
Erie.....	$43\frac{3}{4}$	$42\frac{3}{4}$	$43\frac{3}{4}$
Ill. Central.....	*92	96	$94\frac{3}{8}$

* Ex-dividend.

Railway and miscellaneous stocks have been in quite lively speculative demand, most of the week, and as a rule, prices have been firmer, particularly for the shares of the eastern railroads, which closed buoyantly; while in the Western railway values, the later dealings indicated weakness and irregularity.

The transactions in domestic produce have been moderately extensive, since our last, particularly in the breadstuff, petroleum, wool and tobacco lines, at buoyant prices, as a rule. Provisions have been rather quiet. Cotton has been dull and heavy. Middling upland cotton closed strong on Wednesday at $29\frac{1}{2}$ @ $29\frac{3}{4}$ cents per lb. The stock of cotton now here is estimated at about 50,000 bales. The receipts at the port this week, have averaged only about 1,200 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,184,000 bales, against 1,861,000 bales same time last year; exports, same time 1,698,500 bales, against 1,554,664 bales same time last year; stock on hand at latest dates, 80,000 bales,

against 150,000 bales same date last year. At the Live Stock market, this week, Beeves have been in fair request and steady at from 13@17½c. per lb.; week's receipts, 5,073. Veal calves at 7@12c. per lb.; receipts, 1,528. Sheep and lambs in brisk demand at advanced figures, ranging from 4½@7¾c. and 9@11½, respectively, per lb.; receipts, 17,747. Swine active and firmer, at from 10@10¾c. per lb., all live weight; receipts, 18,481. At the auction sale of Scranton coal, on Wednesday, 30,000 tons were disposed of at firmer prices, ranging from 4.05 cwt., 10 per ton of 2,240 lbs., deliverable at Elizabethport, N.J., against 3.77½@4.72½ at the preceding monthly sale. The demand for foreign merchandise has been rather limited, but in view of the buoyancy in gold, prices have been well supported. There has been very little movement in dry goods, either foreign or domestic. The total imports of foreign dry goods, last week, were \$2,024,639, and the total amount marketed \$1,646,746. The value of foreign merchandise imported last week, was \$3,813,444—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,838,083, against \$5,220,852 same week last year; from Jan. 1, 1868, \$139,478,368, against \$146,399,732 same time in 1867; and year ending July 1, 1868, \$238,283,518, against \$269,831,007 in 1866-'67. The freight market has been moderately active, but rates have been quoted lower, closing in favor of shippers. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d. by steamer, per bbl.; grain at 4@4½d. by sail, and 5½d. by steamer, per bushel; cotton at ½d. @¾d. by sail, and ¾d. by steamer, per lb.; and heavy goods at 12s. 6d. @25s. by sail, and 15s. @30s. steamer, per ton. Total number of vessels in port on Wednesday 521.

The imports for the week ending July 25, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	\$2,130,751	\$2,024,639
Gen. merchandise	3,090,101	3,813,444
Total for the week	\$5,220,852	\$5,838,083
Previously reported	141,178,880	133,640,285

Since January 1.....\$146,399,732 \$139,478,368

The New York exports, exclusive of specie, for the week ending July 23, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$2,848,536	\$2,976,585
Prev. reported	108,071,191	93,597,001

Since January 1.....\$110,919,727 \$96,573,586

The balance in the Sub-Treasury on Wednesday was \$83,455,356 99.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns—

New York.—Pacific R. R. 7s, guar. by Mo., 94½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do., E. D., 84½; Milwaukee and St. Paul 1st mort. Iowa Div., 90; Toledo and Wabash Equipment bonds, 73½; Mil. and P. du C. 1st mort. 8s, 107; do., 2d mort., 7.3s, 100; Boston, Hartford and Erie guar. bonds, 90; U. S. 6s, Pacific R.R. issue, 103; Hannibal and St. Joseph R. R., 86; do., pref., 88½; Dubuque and Sioux City R. R., 78; Brooklyn 6s, W. L., 94½; do.,

Park Loan, 94; Jersey City W. L., 98; New York State 7s, Bounty Loan coupon, 108½; do., reg., 108½; Georgia 6s, 82½; do., 7s, 92; Ohio 6s, 1870, 99½; Wells-Fargo Exp. Co., 27¼; Merchants' Union Exp., 24¼; U.S. Exp., 46; Adams' Express, 52¾; American Exp., 46; Boston Water Power Co., 17; Brunswick City Land, 8½; N. Y. Guano, 4½; Union Navigation, 29½; Western Union Telegraph Co., 35½; do., bonds, 90½; Manhattan Gas, 210; Bank of Commerce, 128; Ocean Bank, 108; Fourth National Bank, 105; Ninth National Bank, 109; Metropolitan Bank, 138; Central National Bank, 108½; Bankers' and Brokers' Ass., 99; Shoe and Leather Bank, 121; Merchants' Exchange Bank, 119; Park Bank, 152½; Am. Ex. Bank, 121½; Bank of Republic, 125; Continental Bank, 103½; Bank of New York, 136; Phoenix Bank, 107½; Bank State of New York, 121; Buchanan Farm Oil, 0.60; Consol. Gregory, Gold, 4.35; Corydon, 0.20; Edgehill Mining, 3.70; La Crosse Gold, 0.34; Liberty, 0.03; Montana Gold, 0.43; Mendota, 1.75; New York Gold, 1.15; Quartz Hill Gold, 1.15; Rynd Farm Oil, 0.18; Smith and Parmalee, 3.75; United States, petroleum, 2.10; Walkill Lead, 0.15.

Philadelphia.—Philadelphia and Erie 7s, 79; N. Y. and Pa. Central 7s, 95; West Jersey 6s, 92; Sunbury and Erie 7s, 101½; Phila. and Reading 6s, 1844-'80, 92; do., 1843-'80, 92½; Belvidere Delaware 2d mort., 88; North Pennsylvania 7s, 88; Tioga R. R., 42; Delaware Division Canal, 51½; Pennsylvania State coupon, 5s, 99½; McClintock Oil, ¼; Ocean Oil, 1¼; Locust Mt. Coal, 47; Big Mt., 5¾; Keystone Zinc, 1¼; Philadelphia Bank, 161¼; Mechanics' Bank, 31½; Girard Bank, 61; Central National Bank, 121; Consolidation Bank, 44; Bank of North America, 242; Kensington Bank, 111; Germantown Bank, 82. The latest quotations are: City 6s, 99½@100; do., free of tax, 102¾@102¾; State 5s, reg., 99½@100; do., coupon, 99½@100; do., 6s, W. L., 101¾@103; Reading, 47½@47½; do., 6s, 1870, 104½@105; do., bonds, 92@92¾; Camden and Amboy, 126¾@127; do., mort. 6s, 1889, 96½@97; do., 1888, 92½@93; Penn. R.R., 53½@53½; do., 1st mort., 100@100½; do., 2d mort., 100@100½; Little Schuylkill R. R., 44¼@44¼; Morris Canal, 33@50; do., pref., 73@74; do., bonds, 86@90; Wyoming Valley Canal, 38@38; do., 6s, 80@81; Susquehanna Canal, 14½@15½; do., 6s, 59@59½; Sch. Nav., 11¾@12; do., pref., 21@21½; do., 6s, 1882, 70@70½; Union Canal bonds, 12@13; Delaware Div. Canal, 51½@51½; do., bonds, 80@—; Elmira and Williamsport, 81@33; do., pref., 42@45; do., 7s, 1873, 98½@94; do., 5s, 61@62; Lehigh Coal and Navigation, 22@22½; do., bonds, 1884, 81½@82½; North Pennsylvania, 33½@34; do., 6s, 89¾@90; Philadelphia and Erie, 26½@27; do., 6s, 91½@92; Minehill, 55¼@56¼; Catawissa, 9@12; do., pref., 33½@34½; Lehigh Valley, 55¼@56; do., bonds, 95@96; Fifth and Sixth streets, (horse), 36@36; Second and Third, 50@51; West Philadelphia, 62@66; Spruce and Pine, 22@25; Green and Coates, 34@35½; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@75; Union, 43@44; Hestonville, 10¼@10¾.

Boston.—Vermont Central 1st mort., consolid-

ated, 81½; do., 2d mort., 41; Union Pacific 6s, gold, 100¼; Indianapolis and Cincinnati, 26½; do., 7s, 98; North Missouri 7s, 83½; Boston, Hartford and Erie 7s, 83; do., new, 57½; Old Colony and Newport 6s, 96½; Central Pacific 6s, gold, 100%; do., 7s, 1883, 109½; New York and Boston Air Line 6s, 65; Cedar Rapids and Missouri 7s, guar., 92; Burlington and Missouri River 7s, 93½; Boston and Lowell 6s, 1879, 100; Western R.R. 6s, 1875, 100½; Stanstead, Shefford and Chambly 7s, 80; Summit Branch R. R., 16; Connecticut and Passumpsic Rivers, 91; Ogdensburg and Lake Champlain pref., 104; Boston Water Power Co., 17; Waverly Land, 1½; Cary Imp., Co., 10¼; Short Mt. Coal, 11½; Rhode Island 6s, 1882, 100¼; New Hampshire 6s, 1873, 100¼; Maine 6s, 1880, 100¼; Massachusetts 5s, 1891, gold, 110½; do., 1894, gold, 115¼; do., 6s, 5-20s, currency 101¼; Cook Co., Ill. 7s, 99; Boston 1874, 6s, currency, 102¾; Chicago 7s, sewerage, 1884, 99½; do., municipal, 1892, 99½; Portland 6s, Building Loan, 98; do., Water Works, gold, 100; do., 1887, R. R., 93½; St. Louis 6s, sewerage, 88; do., municipal, 1888, 86¼; Lynn 5s, 1882, 88¾; Salem 6s, 1883, W.L., 100¼; North Bridgewater 6s, 1872, 95; Boston National Bank, 125; Exchange National Bank, 155½; Eagle National Bank, 118½; First National Bank, 167; Hide and Leather National Bank, 96¾; Hamilton National Bank, 124; Merchants' National Bank, 124½; Market National Bank, 109; National Bank of North America, 108½; National Bank of Commerce, 125; Old Boston National Bank, 68; State National Bank, 134¼; Traders' National Bank, 102; Washington National Bank, 134¼; Allouez Mining Co., 3½; Hecla, 50c.; Hancock, 3½; Humboldt, 60c.; Hungarian, 50c.; Petherick, 81½c.; Superior, 75c.; Tremont, 50c.

Baltimore.—Western Maryland 1st mort., 79; do., endorsed, 85; Wilmington and Weldon 7s, gold endorsed by North Carolina, 90; Virginia 6s, reg., old, 45½; Atlantic Coal, 1.40; George's Creek, 55; Santa Clara, 0.15; Bank of Commerce, 26¾; Mechanics' Bank 10½; National Exchange Bank, 99; Union Bank, 60. The latest quotations are: Balt. and Ohio, 121@124; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 96½@97½; Northern Central, 49½@49½; do., bonds, 1885, 84@84½; do., 1900, 82@82½; Parkersburg Branch, 26@26½; N. W. Va., 1st mort., 94@—; do., 2d mort., 91@92; do., 3d mort., 1873, 90½@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94½@95; do., 2d mort., 77½@78½; Central Ohio, 35½@35½; do., 1st mort., 87@88; Western Md. 6s, 1890, 79@—; do., guar., 85@—; Baltimore 6s, 1875, 98½@99; do., 1886, 97@97; do., 1890, 97½@97½; do., 1893, 97@97; do., 5s, 1838-'70, 81@—; City Passenger R. R., 17@19; George's Creek, 55@57; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.45.

The Lindsay (Ca.) Post says the subject of railway extension from Lindsay to Beaverton is occupying the attention of the people of Thorah. A by-law has been published by the Council proposing to raise \$50,000 by debentures, payable in twenty years, with interest thereon at six per cent., with an understanding that the railway company is to pay or refund to the municipality three per cent. on this amount in perpetuity.

Railroad Earnings.—Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the third week of July, 1868, were.....\$58,155 09
Same week in 1867..... 64,761 64

Decrease \$6,606 55

The earnings of the Chicago and Alton Railroad for the 3d week in July, 1868...\$100,321 14
Corresponding period previous year... 90,739 55

Increase \$9,581 59

The earnings of the Western Union Railroad for the 3d week in July, 1868...\$12,838 72
Corresponding week previous year... 12,682 70

Increase..... \$156 02

The earnings of the Marietta and Cincinnati Railroad the 3d week in July, 1868...\$24,179 00
Corresponding week previous year... 24,210 00

Decrease \$31 00

The earnings of the Chicago and Northwestern Railroad for the 3d week in July, 1868...\$229,893 38
Corresponding week previous year... 209,465 86

Increase \$20,427 52

The earnings of the Michigan Central Railroad for the 3d week in July, 1868, were...\$66,419 71
Corresponding week of previous year... 62,251 58

Increase \$4,168 13

The earnings of the Chicago, Rock Island and Pacific Railroad for the third week in July, 1868, were.....\$77,100 00
Corresponding week of previous year... 73,097 00

Increase \$4,003 00

The earnings of the Detroit and Milwaukee Railroad for the third week in July, 1868, were.....\$27,964 00
Corresponding week of 1867..... 30,520 00

Decrease \$2,555 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in July, 1868, were.....\$59,859 00
Corresponding week of 1867..... 64,320 00

Decrease \$4,461 00

Kent County Railroad.

The *Crumptonian* says that the construction of this road has at last commenced in earnest, a large force of workmen being now employed. The contractor for building the railroad wharf at Chestertown has had a number of men employed in Crumpton, cutting pine trees for piling. They are now getting them into the creek, preparatory to rafting and floating down the river.

At a meeting of the stockholders of the Chillicothe, Leon and Des Moines Railroad Company, held in Leon, Iowa, on the 13th ult., the following officers were elected: L. H. Sales, President; G. W. Baker, Vice President; Abial Miles, Treasurer; and C. S. Stout, Secretary. J. W. Penny, S. C. Thompson, Samuel Caster, John Albaugh, A. S. Updergraff, A. J. Evans, Nathan Perdew, and J. S. Warner, Directors.

The Iowa River Railroad Company has been organized by the election of the following gentlemen as directors: C. C. Gilman and F. W. H. Sheffield, of Dubuque; Wells R. Rice, of Marshalltown; H. P. Liscomb, of New York; Horace Abbott, Thomas Kensett, John S. Gilman, of Baltimore.

Contracts have been made for the immediate construction of the Decatur and East St. Louis Railroad.

Journal of Railroad Law:**RAILROAD CORPORATIONS—NEGLIGENCE—STREET RAILROADS.**

The simple facts in the late case of *Hannah Liddy vs. The St. Louis R. R. Co.* [40 Mo. 506] appellant, will sufficiently appear in the following able decision:

Fogg, J.—The respondent recorded a judgment in the circuit court of St. Louis Co. for the killing of her husband, Michael Liddy. It was a suit for damages under the second section of the act entitled "An act for the better security of life, property," &c., R. C. 1855, p. 647. The defendant is a corporation owning and operating a street railway in the city of St. Louis.

Two general questions are presented by the transcript of the record in this case: 1. Was the defendant, through its agents and servants, guilty of the negligence charged? If so, 2. Did the conduct of the deceased indicate a degree of negligence on his part that contributed to produce the fatal result, and thereby relieve the defendant from liability?

It may be remarked generally in reference to these corporations, that the questions growing out of their relations to the public and the measure of their duty in respect to the care and diligence necessary to be exercised by them have been carefully considered and stated in former cases decided by this court. See particularly *Kennedy vs. North Mo. R. R. Co.*, 36 Mo. 351; *Boland et ux. vs. Mo. R. R. Co.*, 36 Mo., 484; *Huelsenkamp vs. Citizens' Railroad Co.*, 37 Mo. 537 and authorities there cited. We do not feel called upon to re-examine these questions now. These corporations are created by charters granted by the Legislature of the State, and their roads should be managed and operated in the manner therein directed, as well as in conformity with the ordinances of the city of St. Louis, so far as the same are not inconsistent or in conflict with the legislative grants. The stipulations and conditions upon which they are permitted to use their railways for the transportation of passengers within the limits of the city, are fixed by the terms of a general ordinance. See tit. Railways, Rev. Ord. 1861, p. 550. It is provided by the ordinance that "no car shall be drawn at a greater speed than 6 miles an hour," and again, "the conductor and driver of each car shall keep a vigilant watch for all vehicles and persons on foot, especially children, either on the track or moving towards it, and on the first appearance of danger to such vehicles or persons the car shall be stopped in the shortest time and space possible." The law confers upon them no exclusive or peculiar rights and privileges. That portion of the street occupied by the railway is, nevertheless, a public highway, open to the use and occupation of all persons. The corporation can only use its track for the running of cars by the procuring a license from the city, containing the conditions, stipulations and restrictions, above stated. These go very far towards fixing the measure of its duties and liabilities to the public. In addition to this, it may be said that the peculiar character of the vehicles employed, running as they do through the crowded thoroughfares of the city, makes it incumbent upon every company to exercise the utmost care and diligence to avoid collisions. No other rule could be recognized as

compatible with the safety and security of the public. The recognition of this rule, however, does not dispense with the care and prudence required of all persons using the street in common with the railroad company. If therefore, in this instance, the conduct of the deceased directly contributed to the injury by a failure on his part to observe ordinary care and diligence, then there ought to have been no recovery against the defendant.

Our inquiries in this case will be confined to the declarations of law given and refused by the court below, with a view of ascertaining whether the issues were properly submitted to the Jury or not.

It was a question of fact for the Jury, whether the rate of speed of the car at the time of the occurrence was within the limit fixed by the city ordinance or not. Any thing beyond that is to be regarded as excessive and tending to show the negligence of the defendant. The duty of the defendant's servants and agents to keep a vigilant lookout for vehicles and persons on foot, taking into consideration all the attending circumstances, was also a proper question for the consideration of the Jury. Considering the instructions as a whole, we think they were sufficiently warranted by the evidence and presented the law of the case fairly to the Jury.

The judgment of the court below will be confirmed.

Railroad through Table Mountain.

The *Cheyenne correspondent* of the *Chicago Republican* says that great excitement exists in Golden City, Colorado, caused by the final location of the railroad through the Table Mountain to Cheyenne. President Carter and Chief Engineer Berthoud have been busy letting out the contracts for grading and masonry on the road, and getting ready the profiles and estimates of the work. The heaviest part of the work is within two miles of Golden City, and it is proposed to have that portion of the road graded and tied immediately to a junction with the road from Cheyenne to Denver, so as to be ready for the iron as soon as the latter road is completed. Steps have been taken to have the road speedily constructed to Black Hawk and Georgetown, northwest of Golden City, and great mining centres. Gilpin County has already voted \$200,000, and exertions are being made to have Clear Creek and Summit Counties follow the example.

Winchester and Strasburg Railroad.

This company was incorporated by the General Assembly of Virginia on the 23d of April, 1867. Sufficient capital having been subscribed to comply with the requirements of the charter, a called meeting of the stockholders was held at the office of the Baltimore and Ohio Railroad Company, in Baltimore, on the 8th ult., for the purpose of organizing said company according to law. Upon motion of Mr. Garrett, Mr. J. H. Sherrard was called to the chair, and Mr. Joshua I. Atkinson appointed Secretary.

The Chair then announced that the first business in order would be the permanent organization of the company by the election of a President and five Directors: whereupon.

On motion of Mr. Joseph S. Carson, seconded by Mr. Wm. R. Deney, Mr. John King, Jr., Vice

President of the Baltimore and Ohio Railroad Company, was unanimously elected President of the Company.

On motion of Mr. Carson, seconded by Mr. Deney, the following named gentlemen were unanimously elected Directors of the Company, viz: Joseph H. Sherrard, George A. Hupp, John Hopkins, Thomas Whitridge and Hugh Sisson.

It was stated that arrangements were being made for the early and rapid prosecution of the work. The length of the line from Winchester to Strasburg is nineteen miles. It is understood that the work will be advertised for contract at an early day in sections of one mile each.

It was also stated that the progress of the Orange, Alexandria and Manassas Company, in constructing their road to Harrisonburg, is rapid, and that it is expected that that line will be opened to Harrisonburg (its proposed terminus for the present) by October next. Much interest is manifested by residents in the Valley of Virginia for the early completion of the line from Winchester to Strasburg.

As the Baltimore and Ohio Company has determined to furnish the remainder of the funds requisite, and as payment will be made in cash to the contractors, it is anticipated that this important work, by which a region most fertile and extensive will be opened for close and profitable communication between the farmers, merchants and manufacturers of the Valley of Virginia and the city of Baltimore, will be prosecuted to completion at the earliest practicable period.

Leavenworth and Des Moines Railway.

This company have determined to construct and complete their railway without delay from Leavenworth to Des Moines direct, a distance of 168 miles, connecting at Leavenworth with the Union Pacific Railroad, East Division, now completed over 400 miles westward; with the Leavenworth, Lawrence and Galveston Railroad, complete 35 miles south from Lawrence, and at Des Moines with the Chicago, Rock Island and Pacific Railroad. Work on this road was commenced last fall, and prosecuted with but short detention during the winter. Within a few days over 30 miles will be completed.

The Sunbury Gazette says that work on the proposed extension of the Middle Creek Railroad, from Lyon's to Northumberland, has been stopped. The Reading Railroad Company having bought the Trevorton road, a connection with the Middle Creek road will be effected at Port Trevorton.

At the recent annual meeting of the European and North American Railroad, at Bangor, Me., a vote was passed authorizing the directors to issue bonds of the company for such amount as they may determine, for building the road to the State line, and to mortgage their property to secure the payment of their bonds.

The Canadian News says that the prospectus for the Intercolonial Railway Loan will soon be out, and that it is not intended to place for the present more than one-half of the whole amount of 4,000,000. The loan will be offered to public competition through the financial agents of the Dominion of Canada, as usual.

The contract for the construction of the Honduras Railway has been undertaken by Messrs. Waring Brothers and McCandlish, who will commence operations at once, the loan applicable to the first section having been subscribed.

The track of the Dexter and Newport Railroad is being laid at the rate of half a mile a day.

ELASTIC SPONGE.

Superior to Cur'd Hair or any other article now in use for

RAILROAD CUSHIONS, MATTRESSES AND ALL UPHOLSTERY.

Elastic Sponge is proof against insect life, does not decay, is always clean, and is of indestructible elasticity.

VAN NORDEN & GOURAUD,

36 Howard street.

Agents of American Pat. Elastic Sponge Co.

Descriptive pamphlets mailed on application.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16x24, Drivers 5 ft. diam.

KASSON & CO.,

119 Broadway, N. Y.

P. O. Box 5,195.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor.

THOMAS E. WALKER, Treasurer.

FOR SALE.

TWO FIRST CLASS SIXTY PASSENGER Coaches, 4, 8 gauge, Compromise Wheels.

MICHAEL SCHALL,

Empire Car Works, York, Pa.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to

CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market.

3m25

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

700 MILES

OF THE

UNION PACIFIC RAILROAD

Are now finished and in active operation. One hundred and sixty miles have been built in the last three months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

Across the Continent.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the road, the Company are authorized to issue their own

First Mortgage Bonds

having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent. in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in country, are payable, principal and interest, in currency, and it is asserted, without fear of contradiction, that no other railroad company in the world, building so great an extent of road, issues bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Company.

The price of these Bonds is now 102, and accrued interest from July 1, in currency. The Company believe that at this price their bonds are the

Safest and Most Profitable Investment

in the market, and they confidently expect that they will shortly command a higher premium than any similar security. The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds payable in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

JULY 2, 1868

SPECIFICATIONS FOR PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 24, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the distance being 133 miles, will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say \$100,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party,

In case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgan for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisal, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of \$5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O. and G. W. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,

President Bank of New York.

JOSEPH C. BUTLER,

President Lafayette Bank, Cincinnati, Ohio.

CHAS. PARSONS,

Cashier State Savings Association, St. Louis, Mo.

GEO. STURGIS,

President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, President.

CATALOGUE OF Scientific Books.

FIFTH EDITION, Revised, issued July, 1868. Sent on receipt of six cents in stamps.

D. VAN NOSTRAND,

3m30

192 Broadway, N. Y.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality

INDIA RUBBER CAR SPRINGS, BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J. (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

B. L. HUTCHINSON,

B. S. MANNING.

G. W. NORTON.

ENGINEERS' STATIONERY

AND

MATHEMATICAL INSTRUMENTS of all KINDS,
Long Profile and 8 Cross Section Paper, for sale by

JAMES W. QUEEN & CO.,

224 Chestnut, St., Phila.

A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.



No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED



Prepared expressly for all classes of
MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above
Trade marks and Titles furnished on application to the Co.
Post-Office Box 4781, New York City.

Mathematical Instruments

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H. McALLISTER,

49 Nassau street, N. Y.



Factory, TRENTON, N. J.

Office, 2 Jacob st., New York.

JOHN W. GOULD & CO.,

FOREIGN & AMERICAN

IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD.

EDWARD P. BIGELOW.

THOMAS FIRTH & SONS,

SHEFFIELD, ENGLAND,

Manufacturers of

**HAMMERED CAST STEEL LOCOMOTIVE TIRES,
CRANKS AND AXLES.**

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York.

57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

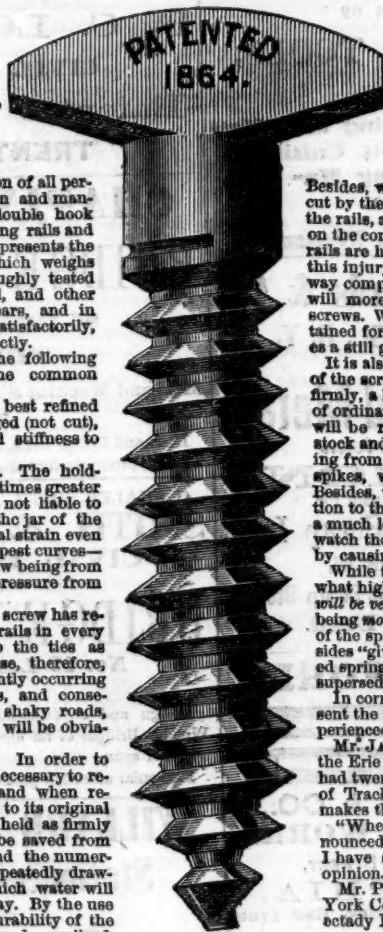
NO. 45 CLIFF STREET, NEW YORK,

MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESSEN,
Agents.

Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—**INCREASED SECURITY.** The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—**GREATER ECONOMY.** In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the ties as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1866:—

MERRICK & SONS,

SOUTHWARK FOUNDRY,

430 WASHINGTON AV.,

PHILADELPHIA,

MANUFACTURE

Steam Engines—High and low pressure, for land, river, and marine service; Horizontal, Beam, and Vertical. Patterns on hand for 8x10, 12x12, 18x12, Oscillating; compact and cheap.

SOLE MANUFACTURERS IN PHILADELPHIA AND CHESTER OF WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM-ENGINES.

Boilers—Plain cylinder, flue, and tubular.

Steam-Hammers, of Newmyth & Davy patterns, with all the recent improvements.

Strahan's Drill Grinding Rest and Twist Drill-Holder.

Castings—Loam, dry, and green sand, brass, &c.

Roofs—Iron frames for covering with slate or iron—neat, durable, and economical.

Gas-Holders of every description. Builders of Holders for the Philadelphia Gas-Works of 100 and 160 feet diameter.

Tanks of every form, for sugar estates, refineries, oil, &c.

Gas Machinery of every description, including Retorts, Bench-castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Gas-Valves, Governors, Hoisting

Machines, &c.

Manufacturers for the American Meter Company of their

Patent Dry Center Valve for changing Purifiers.

Bartol's Patent Wrought Iron Retort-lid, durable, light and cheap.

Sugar Machinery, such as Vacuum Pans and Pumps,

Defecators, Bone-Black and Bag Filters, Bone-Black

Burners, Washers, and Elevators, Hydraulic Elevators,

Sugar and Bone-black Cars, Strike Heaters, Open Steam

Trains, &c.

Sole Assignees and Manufacturers in the United States of

Weston's Patent Self-centering Self-balancing

Centrifugal Sugar-Draining Machine.

Glass & Bartol's improvement on Aspinwall & Wool-

sey's Centrifugal Sugar-Draining Machines.

N. Rillieux's Patent Sugar-Boiling Apparatus, applica-

ble to Beet-Root and Cane Sugar.

Having had twenty years' experience in the manufacture

of Sugar Machinery for Cuba, South America, and the

United States, they are prepared to contract for the de-

sign and erection of apparatus for making Sugar from

Beet-Root or Cane, and for Refineries for either Sugar or

Molasses.

They are also in possession of plans of the most recent

improvements in machinery used in France and Germany

in the manufacture of Beet-Root Sugar.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of Hackmatack, Cedar, Pine, Hemlock and Spruce in any quantity. Also every description of Northern and Southern Pine, Oak and Spruce for Railroad Cars, Bridges, &c., &c.

BRADFORD & RENICK,

71 Broadway, New York.

RAILROAD CROSS TIES,

OF WHITE OAK, POST OAK AND CHESTNUT, in quantities to suit, for sale by

DARRELL & NASH,

83 Pearl Street,

New York.

COTTON CAR DUCK.

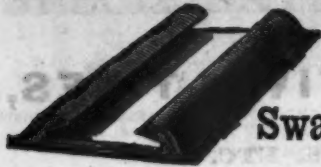
BEST 4 PLY, 100 TO 140 INCHES,

FOR CAR ROOFS.

For Sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston.

VAN ANDEN RAIL CHAIR COMPANY,

359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs
WITH CONTINUOUS BASE AND LIPS

The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.
PATENTED SEPT. 18th, 1888.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy **THE PERFECT IMMUNITY FROM ACCIDENT** caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns **The Life and Limb of all Travelers upon Railroads.**

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company. I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa.,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

**RAILROAD
UPHOLSTERY
GOODS.**

Plushes, Reps, Damasks,
Curled Hair, Car-Seat Duck,
CAR-SEAT SPRINGS,
AND ALL UPHOLSTERERS' SUPPLIES.
HEAD LININGS MADE TO ORDER.

A. S. THORP & Co.,
163 William street, New York.

SCHOOL OF MINES,

COLUMBIA COLLEGE,

East 49th Street, NEW YORK.

FACULTY:

F. A. F. BARNARD, S. T. D., LL. D., President.
T. EGLESTON, Jr., E. M., Mineralogy and Metallurgy.
FRANCIS L. VINTON, E. M., Mining Engineer.
C. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.

JOHN TORREY, M. D., LL. D., Botany.
CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying.
JOHN H. VAN AMRINGE, A. M., Mathematics.
OGDEN N. BOOD, A. M., Mechanics and Physics.
JOHN S. NEWBERRY, M. D., Geology.

The plan of this School embraces a three-years' course for the degree of **ENGINEER OF MINES**, or **BACHELOR OF PHILOSOPHY.**

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1887. The examination for admission will be held on October 3d. For further information, and for catalogues, apply to

DR. C. F. CHANDLER,
Dean of the Faculty.

HARRISBURG FOUNDRY

—AND—

MACHINE WORKS,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.

Daniel W. Richards & Co.,

90 & 92 Mangin St., N. Y.,

DEALERS IN

Scrap Iron & Old Metals

Scotch & American

PIG IRON,

Highest market prices paid for

Wrought and Cast Scrap Iron,

OLD RAILROAD IRON,

Car Wheels, Axles, Spring & Scrap Steel,
Copper, Brass & Lead.

CAR AXLE WORKS.



**A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,**

OFFICE No. 410 WALNUT STREET,

PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

WILLIAM A. GUEST,

Banker and Broker,

25 Wall Street, N. Y.,

NEGOTIATES LOANS FOR

RAILROAD COMPANIES.

BUYS AND SELLS

RAILROAD SECURITIES

ON COMMISSION.

ALSO,

State, City & County Bonds.

IRON AND STEEL WIRE ROPE,

MANUFACTURED BY

JOHN A. ROEBLING,
TRENTON, N. J.,

FOR

INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

For strength, size and cost see circular, which will be sent on application.

IRON BRIDGES, PIVOT BRIDGES,

AND

TURN TABLES.

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

TRENTON, N. J.

CHAPIN & WELLS,

BRIDGE BUILDERS,

86 Dearborn street,

CHICAGO, ILLINOIS.

Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimensional Timber, promptly furnished.

C. SHALER SMITH. CHAS. H. LATROBE.
SMITH & LATROBE,
CIVIL ENGINEERS

AND

BRIDGE BUILDERS,

No. 49 Lexington Street,
Baltimore.

Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

WILLARD FELT & CO.,

Stationers, Printers,

AND

BLANK BOOK MANUFACTURERS,

47 & 49 Liberty St., opp. Post Office, N. Y.

IMPORTERS & DEALERS

In Artists' and Engineers' Materials. Whatman's Drawing Paper; French, English and German roll Drawing Paper, white and tinted; Tracing Paper, in rolls and sheets; Tracing membrane; Tracing Vellum; Brown's, Hufty's and other Cross Section and Profile Papers. Profile Paper in continuous rolls; Water Colors; Lead Pencils; Field and Transit Books, &c., &c.

RICHARD B. OSBORNE,
CIVIL ENGINEER,

No. 219 South 4th St., Philadelphia,

Where Plans and Estimates of Work will be promptly attended to:

Barometrical reconnaissance for Railway lines, Location and Construction of Railroads, and all duties required on Public Works in any State of the Union performed with fidelity.